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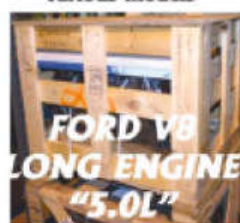
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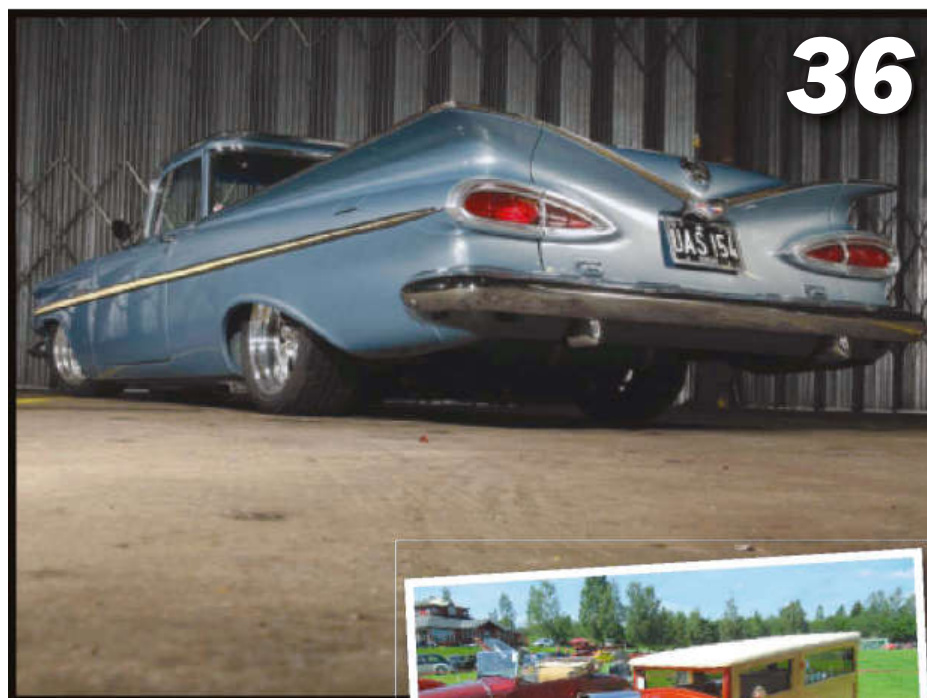
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Introduction

Although it's not yet the end of September as I'm writing this, some on-the-ball event organisers have already sent through their dates for next year. Even as far ahead as September.

As the calendar seems to become ever-more congested these days, it makes sense

for dates to be published as soon as possible. Not only does that give people ample opportunity to book time off work if need be, it also allows those who have not yet confirmed dates to view which weekends are free, hopefully avoiding date clashes. So, if you know your dates already, don't keep it a secret. All you have to do is drop an email to cc.ed@kelsey.co.uk and we'll do the rest.

Whilst mentioning dates for next year is all well and good, don't for one minute think that this year is now done and dusted. Far from it in fact – just take a look on page 10 and you'll find there are still 20 event listings this side of New Year's Day. Well, I did say the calendar is becoming more congested these days.

Dave Biggadyke

Evening show

The Heaven and Hell Custom Car and Van Show will take place on Saturday 30 July 2016 from 5pm 'til 11pm, with show cars having access from 4pm. The place it all happens at is Bybrook Barn Garden Centre, Canterbury Road, Ashford, Kent TN24 9JZ. For more information, call Mick on 07856 511961 or James on 07593 584997.

Metal works

Some of you may not be aware of the bespoke fabrication service offered by Gloucestershire-based Forge Motorsport. Although the mainstay of Forge's output are CNC machined and hand-crafted production items, they can also produce anything in metal for hot rods and race cars. Working from the latest SolidWorks 3D CAD software, or even a rough sketch off the back of a fag packet, one-offs, from a titanium wheel nut to an ali fuel tank, present no problem to Forge Motorsport. Their in-house siliconehoses.com subsidiary can also supply any type or size of race quality silicone hose to complete the picture.

For more information, visit www.forgemotorsport.co.uk, or call the team on 01452 380999.



Bizarre times

The recent Straightliners Events' Top Speed weekend at Elvington Airfield near York saw some unusual world automotive speed records established. Kevin Scott set a monowheel record of 61.18mph, Matt McKeown's jet-powered shopping trolley clocked 61.18mph, the motorised shed built by Kevin Nicks recorded 88.068mph and Tom Armitage set a record of 107.4mph in his Postman Pat van.



Festive classic

To make things clearer as to what vehicles are acceptable, the gathering in Romsey, Hampshire over Christmas has been re-named Romsey's Annual Boxing Day Pre-'76 Car and Bike Meet. That makes that transparent then. Well, sort of, as while the event is only open to pre-'76 European, cars, bikes and commercials, if you arrive in an American car or hot rod, the cut-off is pre-'86.

Sponsored by Adrian Flux Specialist Car Insurers, this will be the 14th staging of the show in Romsey Town Centre and, as usual, admission is free to both exhibitors and visitors, though a donation to Prostate Cancer UK will be most welcome. To save you working out the date, it's Saturday 26 December, and the show runs from 9am to 1pm. Full details, including information on the cut-off dates, can be found at www.romsey-classiccarandbikemeet.co.uk

Whore for the day

The Wheels Whores Showcase forms part of the Ultimate Stance show held at the Telford International Centre, Shropshire on Sunday 1 November. The event embraces all aspects of the UK modified scene, and the organisers have been in touch to say they would be happy to have more rods and customs on display this year. If you fancy a piece of the action, you can find out more at www.facebook.com/thewheelsanctuary

Spooky

Presented by the *Dead End Car Club*, the 7th Whitby Kustom Show takes place on Saturday 31 October. With Whitby packed full of goths over the Halloween weekend, this is a spectacular not to be missed. The Kustom Show takes place at the town's Westcliff School and admission is free, although the organisers would appreciate you dropping any spare change you may have into one of their charity buckets. Pre-booking is not required, and the show runs from 9am to 3pm. We'll be there and hopefully you will be, too. As we've said before, this is an experience not to be missed.



Fresh air

Wolf Tools has extended its range of air compressors with two new competitively-priced, range-topping models, the portable Wolf Air Dakota 100 and the stationary Wolf Air Dakota 150. Manufactured to European safety standards, both models offer more than sufficient power for operating spray guns and most workshop air tools.



The Air Dakota models have a powerful 3hp, 240V, single-phase motor and a belt-driven, twin-cylinder, oil-lubricated, air compressor pump, delivering 14cfm of air displacement with 150psi maximum working pressure. The portable Dakota 100 has a 90-litre air receiver and is priced at £269.99, whilst the Dakota 150 has a 150-litre air receiver and is priced at £399.99. Both prices include VAT.

Both machines, along with a comprehensive range of air tools, can be ordered for delivery or collection online at www.ukhs.tv

Resting place

It has been called the Last Fast Ride. This classic hot rod sculpture of a Bonneville / dry lakes roadster sitting atop an urn as a memorial to celebrate a life well led and enjoyed in the world of hot rodding and racing. Inspired by a local group of hot rodders who saw the need for a meaningful way to pay tribute to great friends, the urn's elegant design was conceived by Vern Tardel, with the help of movie industry model maker, Charlie Bailey. Each one is hand made to order and can be seen in two different offerings at www.verntardel.com



Feeling flush

As the summer comes to an end, it's the ideal time to prepare your car for winter, but before you add anti-freeze it's a good idea to flush your cooling system through using radiator flush. A flush will leave your cooling system clean and ready to be re-filled with a water / anti-freeze mix, and Design Engineering Inc's Radiator Relief Cooling System Flush is designed to restore cooling system efficiency by removing rust deposits and dissolving oily residue.



Then, when re-filling your cooling system, you may want to consider adding Heater Hotter, a performance radiator additive specially formulated to rapidly absorb heat from the engine and transfer it to the cooling system without raising engine temperatures. This can result in a 50% faster engine warm-up from cold to normal operating temperature. Heater Hotter also includes a corrosion inhibitor that helps stabilise the pH level to reduce rust and prevent electrolysis and mineral deposits from forming on radiator cores.

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Pod cast

The latest happenings at the home of UK drag racing - Santa Pod

And so to bed (figuratively speaking, of course), but not before one last blast on the quarter-mile horn, with fireworks and a bonfire thrown in.



Drag racing as a sport is nothing if not entertaining, and it's with a surfeit of entertainment that Santa Pod brings its season to a scintillating close, both on and off the track. No sooner, it seems, is Easter over and done with, than our two FIA races and several national championship events, plus our raft of enthusiast and lifestyle events, have all flashed by, the long, dark nights are drawing in and it's time to wind up again for the winter. But first, there's our final fling: Flame & Thunder. Whoever dreamt up that name knows a thing or two.

Talk about variety. We have everything on the bill from a Top Fuel Dragster to steam engines, by way of jet cars (if you saw the Euro Finals shows put on by Martin Hill and Julian Webb you'll know what we mean), rocket bike (Eric Teboul, the world's fastest, craziest Frenchman will be back again), a World Record attempt by a garden shed (don't ask - just come and see) and show car displays, both static and very much active.

World Record breaking stunt driver, Terry Grant, tops the stunt show bill, with motorcycle stunt star, Lee Bower, and Malta's close formation synchronised drifters, Team Maximum Lock, alongside. Plus, there's the eye-popping motorcycle Wall of Death show, American-style wrestling and circus skills for all the family. While flying above it all will be Twister Aerobatics, Europe's only pyro-formation aerobatic team.

So, come along and see, hear and feel as a Top Fueller gives addicts their last dose of nitro before the long winter break, with demo runs all day long from all manner of other drag cars and bikes. Along with our bonfire and grand firework display of course, it's perfect seasonal entertainment - Halloween meets Guy Fawkes. And don't forget the Monster Trucks - children never do.

All this and more for just £20 per adult in advance. And, if you've still not got the message: KIDS GO FREE! For that £20, one adult can bring as many as three under-16s. One doesn't wish time away, but roll on Flame & Thunder. Saturday 31 October is the date for your diary.



Save the Salt

Last month we mentioned the decline of the Bonneville Salt Flats due to decades of salt removal. In a move to counteract this decline, The Utah Alliance and Save the Salt Coalition met with stakeholder groups on 14 September.

Whilst there is no quick fix for the problem and discussions are still at the preliminary stage the meeting was a positive step in the right direction. "Although concerns about deterioration at Bonneville have existed for decades, today marked the first time officials representing government, industry and racers sat at the same table to discuss solutions," said Doug Evans, Chairman of the Save the Salt Coalition. "We are finally at the starting line in the race to save Bonneville."



Grand improvement

Surrey Street Rodders has confirmed that the permitted number of cars allowed to be on display at Wheels Day in 2016 has been substantially increased to 1,000. The venue for the show will once again be Rushmoor Arena, Aldershot, Hampshire and the date is 25 March - Good Friday.

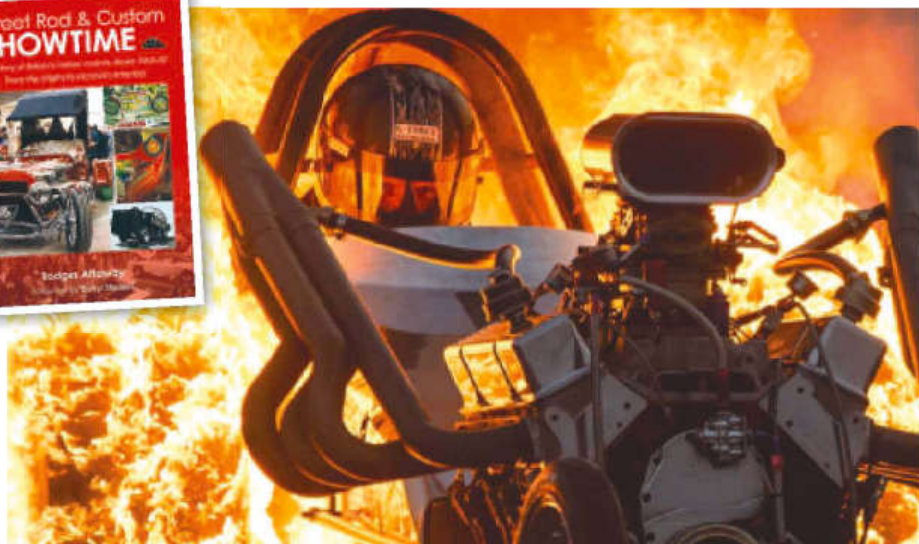
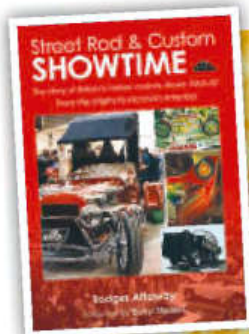
Wheels Day will once again be pre-entry only, with owners being invited to express their interest in attending online. The initial batch of 250 will be issued in the first weeks of November, a further 250 in early December and the final 500 at the beginning of February. Pre-entry costs £10 per vehicle (includes driver plus one passenger) and conditions apply. For full details, and to express interest in attending, visit www.surreystreetrodders.com/wheelsday



Media winners

The winners of the 2015 Sydney Allard Media Awards, sponsored by Mooneyes, have recently been announced. The awards will be presented at the British Drag Racing Hall of Fame Gala Awards Dinner on 21 November.

The Photo Journalism award has gone to CC contributor Jeni Long, of Yawning Cat Photography, for *Sharing a Toast*, her shot of Bob Hawkins' flame burnout at Shakespeare County Raceway. The winner of the Written Journalism award is Rodger Attaway for his limited edition, self-published book, *Street Rod & Custom Showtime*. Congratulations to them both.



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Dear CC, I think Chris Henniker had a very good idea in his letter in the September issue Mailbox page. I buy your magazine for a number of reasons, not least because it's brilliant, but

I certainly don't buy it for

inspiration. The shiny street rods and intricately detailed customs are all very interesting to read about and lovely to ogle. However, you rarely feature anything that I can realistically picture myself owning by the time I'm 30. I'm now 17, it's very hard to find a job that I can fit around school and I don't get the impression that my parents are wholly encouraging of my hot rodding obsession.

I have no idea when I'll be able to afford to buy and run a car, but when I can it won't be a Model A or a Willys. It will be something like a Beetle or a Minor and I won't have loads of cash to throw at it. I'd be very keen to see some 'built on a budget' cars featured and I'm sure many other impecunious young rodders feel the same way.

I appreciate that a lot of what you feature depends on what people build and, as you said, hopefully Mr. Henniker's letter (and this one) will encourage people to make contact and show you the kind of cars that can be built on a shoestring.

Jack Stiling, Croydon

➤ Thanks for getting in touch Jack. We do hear what you're saying, but getting readers to submit details of the types of vehicle you refer to isn't that easy. Chris Henniker's letter was published two months ago and so far yours is the only response it has generated. We do know of a number of cars built on a tight budget, such as the Pop pick-up shown here. The problem is, of course, that one man's budget can be very different to the next man's, and much depends on how creative you are and what you can do yourself. Last month's cover car, for example, was built entirely at home for just eight grand in total, which is a lot less than some people have invested in their engines. Let's hope now you've raised the subject again that budget builders start putting pen to paper. Hopefully, the socket set we'll send you will prove useful with your first build. Ed.



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Socket size is clearly marked on each item and the set, expected to retail for around £25.00, is supplied with its own hanger. For more details go to www.lasertools.co.uk



The writer of the Star Letter each month will win a set of the Laser Tools Alldrive range.

What a blast

Dear CC, I visited Kustom Kulture Blast-Off for the first time this year and it totally blew me away. The artists were so talented and, better still, only too happy to take the time to speak to a novice like me. I also thought the outdoor car show was very impressive. I'll definitely go again next year.

Scott Johnson, Nottingham

➤ I enjoyed it too Scott. Look out for our show report next month. I'll let Lynda and Kris, the show organisers, know they've a new convert. Ed.



What's the point?

Dear CC, this is a strange question but I've always wanted to know. Why, when you run a three quarter shot of a car on your front cover, does it nearly always point to the bottom right? Is it because most people are right sided? Is it because it looks better pointing towards the opening edge of the magazine? I'd love to know.

By the way, a great magazine, but in the June issue the feature on rear-engined drag cars failed to mention Ed Shaver's Funny Car. I never did see it make a full pass though!

John Craddock, Lincs

➤ Well John, the marketing people tell me the angle of the front cover shot is down to hot spots – the parts of the cover that are clearly visible when the magazines are displayed on the newsagents' shelves. Personally, I'm not so sure and tend to think it's that's most photographers we use are right handed so that's the preferred angle (subconsciously or not) of the shots they tend to take. In reality, Mike and I choose the image we think is the most dramatic – hence the alternative cover shots on this and last month's covers. Sorry for the omission of Ed Shaver's Funny Car in the June issue, space is tight though and we can't include everything. Ed.



Nissantastic

Dear CC, congratulations on an excellent October issue. I loved the Junior Johnson article and the Misfit Anglebox blew me away. Yet another great shot of Santa Pod's T72 Nissan Bluebird on page 9. Surely this car deserves a place in a drag racing hall of fame as the most photographed car at a drag event in recent times? I hope that upon retirement it finds a safe haven! When did you last see one on the road?

Andrew Newman, Banbury

> Thanks for the kind words Andrew. As you're such a fan, here's another shot of that Nissan just for you. Ed.

Northern delight

Dear CC, I have just returned from a superb weekend at the Northern Hot Rod Club show at Lepton and would like, through your magazine, to offer my thanks and appreciation to Russ Duce and all the NHRC members for all their hard work. I'm already looking forward to next year's show.

Gavin Moore, via email

> Consider Russ and the gang duly thanked Gavin. I always enjoyed the NHRC shows a few years ago and was disappointed I was unable to attend this year. Hopefully, if Russ gets his finger out, we'll be running a show report in the not-too-distant future. Ed.



Miniature Mini

Dear CC, I am a happy subscriber from Copenhagen, Denmark and would like to thank you for a great magazine. There's always a great mix of cars and styles which I really appreciate.

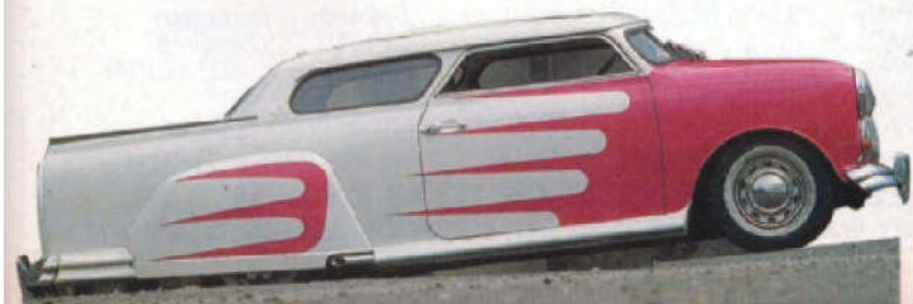
I love everything on wheels, but especially have a crush for old-style hot rods and customs. My passion is for both full size and 1:24-25 scale and I'm about to build the Minisota Mini in 1:25 Scale. Do you and I or some readers remember the car, and did Custom Car ever run an article on it? I recall it being in Fruit Machine and still have the mags. It was built by father and son, Mick and Tony Pittuck, in 1989-'90, Well, that's when I first saw it.

I was in Florida in 1996 and saw it in Old Town Kissimmee at an outdoor car meet in front of what I remember as an old-style English bar. Whatever happened to it? I hope it still exists and someone knows of its whereabouts.

Lars Von Loco, via email

> Hi Lars, whilst I remember Minisota I don't recall it ever being featured in CC. I recollect it being offered as a competition prize in Fruit Machine but didn't know it had moved across the Atlantic. Hopefully, someone in reader land will know the story behind that. Good luck with building your scale model of the car, and don't forget to send in some pics when it's finished. Ed.

Competition closes on April 23, 1993. Winner notified by April 30, 1993.



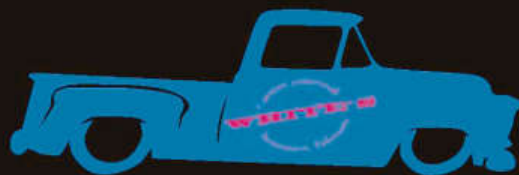
Old custom

Gary Howe, Borehamwood

Dear CC, yes this is another old fashioned, hand-written letter. I have to say what a nice write up you did on the Supernats, and fair play to you for mentioning British customs. As for the Mk2 Consul you pictured on page 37, although it's got a different registration number, I'm pretty sure it's the same car you featured in the March '03 issue.

> Oooh, I looked out that issue and I think you're right Gary. Ken Reeve was the man behind the wheel back then, but we don't think he still owns it as we believe the current owner's surname is Sadler. Knowing your penchant for British customs Gary, hopefully this issue will meet with your approval. Ed.





Events

A full list of events can be found on the *Custom Car* website at www.customcarmag.co.uk

NB: We advise you to double check with organisers that the event or show as listed is still going ahead, to avoid any wasted journeys. To submit an event, email motorevents@kelsey.co.uk, fax 01733 557235, or write to *Custom Car Events*, Kelsey Media, PO Box 978, Peterborough PE1 9FL.

OCTOBER

10 RWYB. Santa Pod. www.rwyb.com

10-11 Late Autumn Madness Public Track Weekend.

Shakespeare County Raceway.
www.shakespearecountyraceway.com

11 Judgement Day. York Raceway.
www.yorkraceway.org.uk

24 Saturday Night Special. Santa Pod.
www.rwyb.com

24-25 Halloween Bonfire Burn Up / Gamblers Race. Shakespeare County Raceway.
www.shakespearecountyraceway.com

25 RWYB. Santa Pod. www.rwyb.com

25 Rat Rod Review. Ace Café, London.
www.ace-cafe-london.com

31 Flame & Thunder Show. Santa Pod
www.santapod.com

31 Whitby Kustom Show. West Cliff School, Whitby YO21 3EG whitbykustom-paul@gmail.com 07770 585422 / www.facebook.com/whitbykustompaul

31 Can-Am Car Club's Spooktacular. Wimborne, Dorset. www.canamcarclub.org.uk

NOVEMBER

1 RWYB. Santa Pod. www.rwyb.com

1 Wheel Whores Show. Telford International Centre, Shropshire.
www.facebook.com/thewheelsanctuary

4 Hot Rod Night. Ace Café, London.
www.ace-cafe-london.com

7 Firework Frenzy. Santa Pod.
www.santapod.com

13-15 Classic Motor Show. NEC.
www.necclassicismotorshow.com

13-16 Rhythm Riot. Pontins Holiday Centre, Camber, Sussex.
www.rhythmriot.com

21 BDRHoF Gala Awards Dinner. Savill Court Hotel, Windsor Great Park.
www.britishdragracinghof.co.uk

DECEMBER

2 Hot Rod Night. Ace Café, London.
www.ace-cafe-london.com



26 Romsey Annual Boxing Day Pre-'76 Car & Bike Meet. Romsey Town Centre, Hampshire.
www.romsey-classiccarandbikemeet.co.uk

27 Frozen Fins. Ace Café, London.
www.ace-cafe-london.com

2016 MARCH

25 SSR Wheels Day. Rushmoor Arena, Aldershot.

MAY

8 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

JUNE

5 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

9-12 Hot Rods & Hills. Parkfoot, Lake Ullswater, Cumbria. speedemon32@googlemail.com / 07766 396477

24-26 NSRA Nostalgia Nationals (provisional date). Shakespeare County Raceway. www.nsra.org.uk

JULY

10 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

15-17 Phantoms Street Cruisers' Hot Rod Hootenanny. Stirling Rugby Club,

Scotland. *Phantoms Street Cruisers* on Facebook

30 Heaven and Hell Custom Car and Van Show. Bybrook Barn Garden Centre, Ashford, Kent TN24 9JZ, 5pm-11pm.
07856 511961 / 07593 584997

31 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

AUGUST

11-14 Bulldog Bash. Shakespeare County Raceway.
www.shakespearecountyraceway.com

12-13 NSRA Hot Rod Supnationals (provisional date). The Mansion House, Old Warden, Beds. www.nsra.org.uk

14 Mountsorrel Revival. Mountsorrel, Leics. www.mountsorrel-revival.co.uk

21 Test and Tune Day. North Weald, Essex. www.maitlandracing.com

29 Kent Chrome and Cruisers Show. Abbey School, Faversham, Kent.
07903 339466

SEPTEMBER

3-4 Kustom Kulture Blast-Off. Lincolnshire Showground. www.kkbo.co.uk

9-11 NSRA Hot Rod Drags (provisional date). Shakespeare County Raceway.
www.nsra.org.uk



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Words and pics: **Colin Parkinson**



This Model A is a race car with a difference. The studded tyres give it away somewhat, but how about racing on frozen lakes?



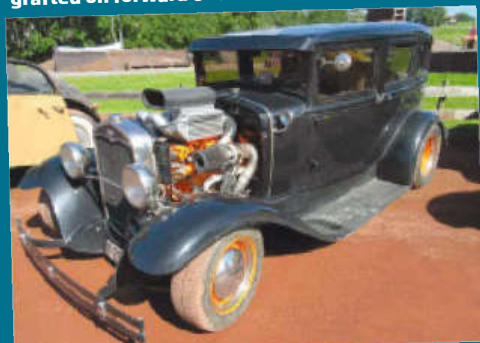
Steve Bird checks out the six twin-choke Webers fuelling this Jag V12-powered '37 Ford.



Whilst this '37 Ford hard top roadster grabs your attention, it's slightly out of proportion as it's been widened over C4 / C5 Corvette running gear.



I've never seen a '36 Ford steel wagon, and neither has Google. I expect, whatever the base vehicle may be, '36 Ford sheet metal has been grafted on forward of the bulkhead.



That's a tuned port fuel injected small block Chevy engine sitting in this '30 / '31 Fordor. Unusually though, this one's been turbocharged, with the intercoolers neatly located above the plenum chamber.



Like all shows that have been established for some time, the format each year is much the same - the difference with this show, though, is the country the show is held in changes each year. Løten, approximately 80 miles north of Oslo in Norway, was the place to head for this year's European Street Rod Nationals. Whilst the show had an excellent turn out and was very well organised, as I've said before, it's the road trip there and back that really makes it - and this time round it

whose car was suffering a knackered rear wheel bearing and cooked front brakes at the top of a mountain, made several ferry crossings and passed through numerous tunnels (48 in one day would you believe, the longest of which was 15 miles long). And we still had another two days driving in Norway to go! One thing we learnt pretty quickly was Norway is certainly not the place to break down, unless you have the required spare parts with you, and know how to fit them. At one of our hotel stops, we met a

it's the road trip there and back that really makes it

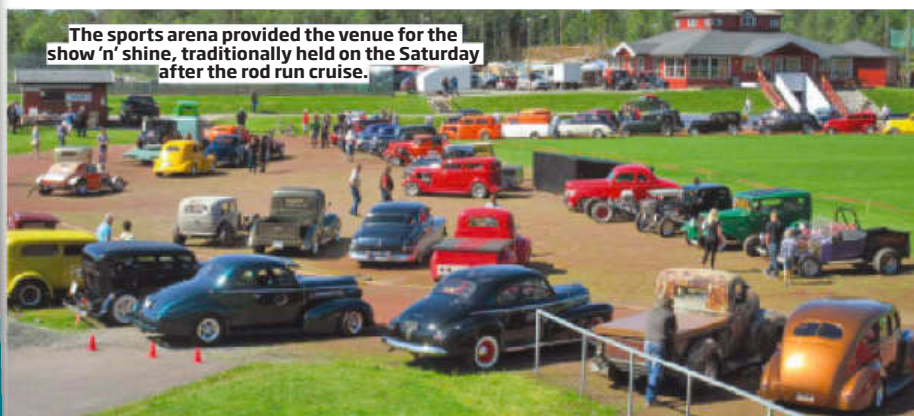
was an awesome road trip.

Although we clocked up 700 miles over four days driving through Holland, Germany, Denmark and then taking a ferry into Norway to get to the event, the best was yet to come.

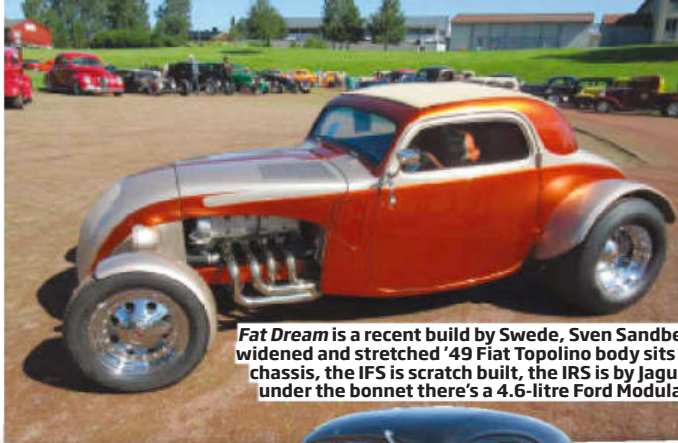
Our journey home saw us drive along the Atlantic Coast Highway, ascend the Trollstigen Pass and zig zag down to Geirangerfjord, then climb 4,911ft out the other side. During these travels we had a close (very close) encounter with an enormous moose, assisted a young girl

German guy waiting for a new fuel pump for his motorbike - it was going to take five days to get there.

Eventually, we reached Bergen, where we boarded the ferry to Denmark. It was then a simple matter of driving through Germany and Holland before the final ferry trip back to the UK. Although only five hot rods (plus a support vehicle) made this epic drive back to England, we all agreed this was the best ESRA trip yet. Thanks to Mark Elsigood and Andy Miles for making it happen. STAYALIVE



The sports arena provided the venue for the show 'n' shine, traditionally held on the Saturday after the rod run cruise.



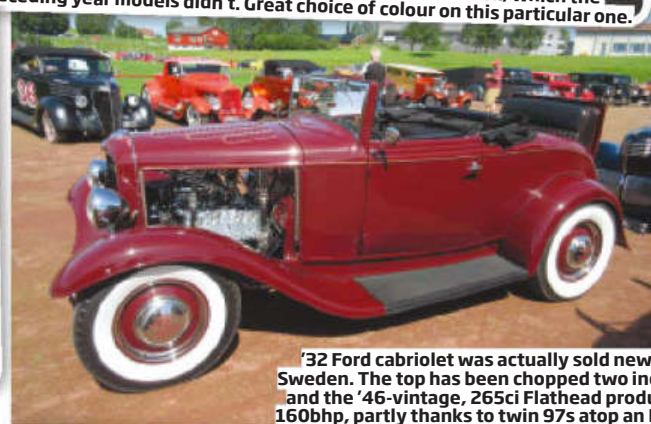
Fat Dream is a recent build by Swede, Sven Sandberg. The widened and stretched '49 Fiat Topolino body sits on a TCI chassis, the IRS is scratch built, the IRS is by Jaguar and under the bonnet there's a 4.6-litre Ford Modular V8.



'41 Ford pick-ups have this lovely Art Deco chrome work, which the preceding year models didn't. Great choice of colour on this particular one.



This Willys sure looked original steel, the two-piece grille and wiper placement denoting it as a 1940 model. Unusually, the coupe retains all its original trim.



'32 Ford cabriolet was actually sold new in Sweden. The top has been chopped two inches, and the '46-vintage, 265ci Flathead produces 160bhp, partly thanks to twin 97s atop an Eddie Meyer intake manifold.



Whilst '39 Chevys seem to be more popular in Scandinavia than here in the UK, sedan deliveries are hard to come by anywhere.



No photo can truly capture or portray the experience of driving along these demanding roads.

Pic: Richard Black



↑ Richard Black warms his hands on his radiator top hose at the top of the Trollstigen Pass. It was only 4degC up there, making it pretty chilly for drivers of open cars.



After the Euronats, we drove 300 miles north west to Kristiansund on the west coast then north to pick up the Atlantic Ocean Highway...



← The cruise involved check points where you could easily make a fool of yourself. Mark Elsigood seemed to quite enjoy it though.



...then headed south to Molde where the road ends and a local ferry takes you to the mainland. It was then over to the Trollstigen Pass, which snakes its way up the steep mountain side with high waterfalls tumbling down beside you. The pass closes late autumn due to the weather conditions, but has to be on the list of drives you should do before you die.

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Colin Millars Ford Pop - Aluminium Radiator



Mark Paton's MK1 Zodiac. Radiator Re Core & Spal Fans



Mick Medford's Consul Capri - Radiator Upgrades - Setrab Oil Cooler



Barry Richard's MK1 Zidiac. Aluminium Radiator & Spal Fan



Sean Milsom's Morris Z Van. Aluminium Radiator



Paul Liquorish's Ford Pop. Aluminium Radiator



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Words and pics: **Martin Drake**

York Raceway's Hot Rod Reunion offers a selection of NSCC, Super Cup, American Super Stock and Sportsman ET rounds, along with run what ya brung action. With the sun putting in a welcome appearance, there was a full day of racing on the Sunday, along with a show and shine area that was open to hot rods and customs. Early evening there was a gathering on the track for a cacklefest in remembrance of Kasey Dixon-Grainger, who tragically lost his life

a full day of racing on the Sunday

at this event in 2011. A BBQ followed and then it was time for entertainment in the form of live music and a burlesque act.

As can happen in this country though, especially on a Bank Holiday weekend, the weather changed overnight and the rain dictated there would be no racing on the Monday morning. The hope was it would pass so racing could resume in the afternoon, but that was not to be and the PDRC finally called it a day at 3pm.



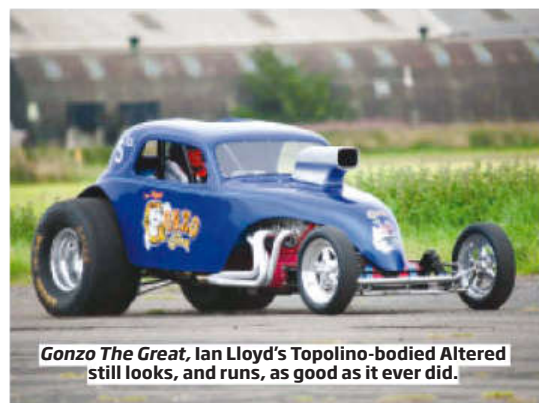
Joel Kerr burns rubber in his 11-second '56 Dodge Custom Royal Lancer.



'66 Dodge Coronet nails the Super Stock look perfectly. The 440ci Wedge motor helps it run the right numbers, too.



Bri Woods' '69 Dodge Coronet, Woodys Wedge, packs a 540ci big block under the bonnet.



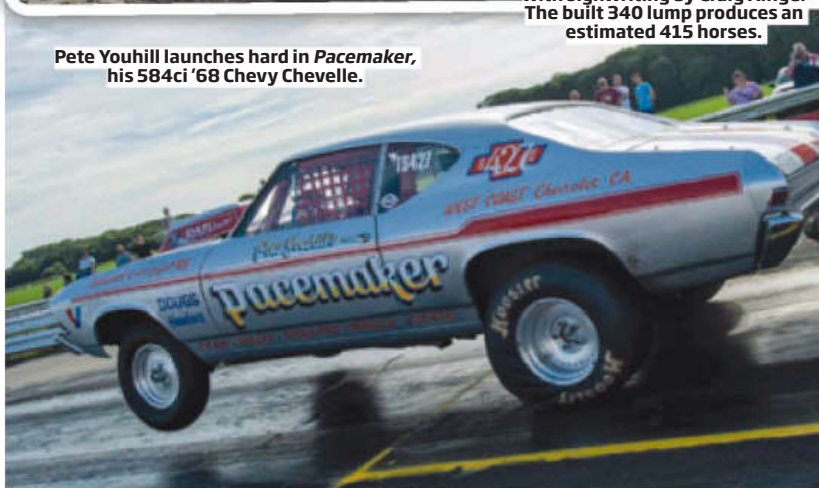
Gonzo The Great, Ian Lloyd's Topolino-bodied Altered still looks, and runs, as good as it ever did.



Dirty Harry is the name given to Mark Harrison's '72 Dodge Dart, with signwriting by Craig Ainge. The built 340 lump produces an estimated 415 horses.



Marc Manning burns out in his CC-featured '34 coupe, an eye-catching rolling advert for Pokies Paintshop.



Pete Youhill launches hard in Pacemaker, his 584ci '68 Chevy Chevelle.

Words: **DB** Pics: **Paul Johnston**

Steve Hale and Vince Palmer of the UK Tri-Chevy Owners Group aren't ones to let a significant birthday pass unnoticed and so, to mark the '55 Chevy turning 60, they organised a celebration day. Sunday 6 September was the date, and Brooklands Museum in Weybridge, Surrey provided the venue.

With excellent weather, a superb backdrop and a friendly atmosphere, the gathering had all the makings of a great day out, and that's exactly what it was. Over 60 Tri-Chevys were on display, along with various other classic Yanks, muscle cars, hot rods and customs.

Over 60 Tri-Chevys were on display

This really was a great way of commemorating the '55's advancing years, and all those present had nothing but praise for the efforts Steve and Vince put in to organise the day.

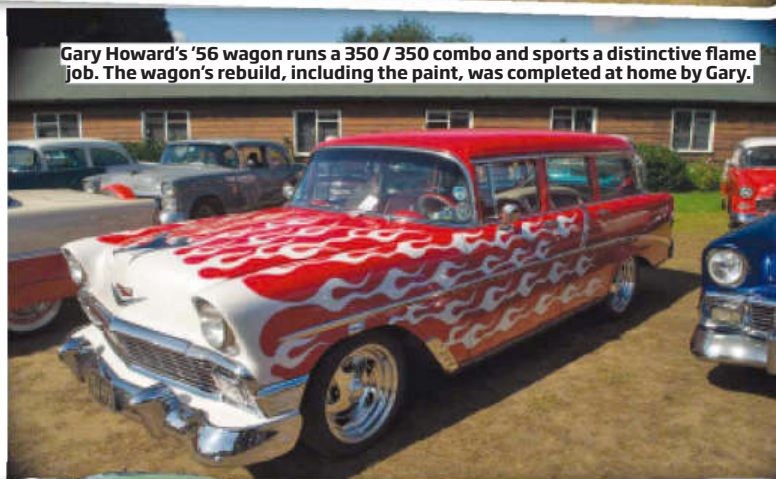
The question now though is, will they be organising similar shows in the next two years when the '56 and '57 reach their three score years? We'll keep you posted.



Colin Cross from Kent owns this stunning, small block-powered '55.



It wasn't just shiny cars on show. Tough-looking '55 is owned by Michael Dandridge from Surrey and also runs a 350 / 350 combo.



Gary Howard's '56 wagon runs a 350 / 350 combo and sports a distinctive flame job. The wagon's rebuild, including the paint, was completed at home by Gary.



We're not sure of the significance of the Gladys Emmanuel mural on the boot of Mark Goodson's '55 as it bears no resemblance to the nurse on *Open All Hours*.



Home built from a bare 'shell, Alec White's '55 has a 454 under the bonnet mated to a 4-speed manual 'box.



It wasn't just Tri-Chevys on display, all manner of cars were made welcome at Brooklands.



Concorde kept a watchful eye on the cars on display.

Words and pics: **Keith Harman**

In just a few short years, the Vintage Hot Rod Association have put themselves firmly on the map by organising some of the most authentic traditional hot rod events anywhere. Can there be a hot rodder left anywhere on the planet who hasn't heard of a tiny Welsh village called Pendine? But Pendine aside, many VHRA members will tell you that their other club event, held this August for only the second time, is equally as much fun for participants. Maybe more so, as the rules are more relaxed, with the emphasis firmly on fun.

We're talking about GOW! held at the Prescott Hill Climb course, courtesy of the *Bugatti Owners' Club* who own the facility. August Bank Holiday weekend saw over 100 VHRA members' cars lined up in the paddock, with drivers and guests eagerly awaiting the Saturday morning briefing by Prescott marshals. The day is kept informal, with drivers able to take as many runs up the 1,127-yard course as time allows.

The runs aren't officially timed, though many took advantage of mobile 'phone apps and GoPro cameras to record their progress up the twisty track. Talking to members at the end of the day, on average times were around the 60 seconds and change mark - not too shabby for traditional-style rods running I-beams, buggy sprung rear ends and



crossply tyres. To put this into perspective, average times for low slung production Ferraris and the like are somewhere in the 50-55-second bracket. So anyone chalking up a sub-60-second run in a hot rod is definitely assured bragging rights!

entertainment in Prescott's club house, which was open for drinks and meals from breakfast to closing time. Having such a well facilitated but intimate venue to themselves for a club event is a real coup for the VHRA, and the good news is that from this year

over 100 VHRA members' cars lined up in the paddock

Times aside, the day was mainly about enjoying the cars, friendly atmosphere and picturesque location, with many content to take a few passengers for a spirited jaunt up the hill without trying to break any records, or their car. The club laid on two nights of

forward it will now be a regular annual event on the VHRA calendar. It couldn't happen of course without the VHRA, the *Bugatti Owners' Club* and the *East Coast Sidewinders*, all of whom deserve a well earned back slap for a job well done. **CUSTOMER**



With a Nailhead Buick up front, and quarter elliptic springs out back, this nifty Modified was generating axle tramp that had to be seen to be believed as it was wrestled up the hill.



Mark Gee, at the start of another run up the hill in his 3-window, was just one of the *Originals* members at Prescott for the weekend.



As it's not classed as a competition event, passengers are allowed to ride shotgun at Prescott.



Bought from the John Mould Collection a couple of years ago, Roy Holmes and son, Ross, were taking turns giving their ex-museum '47 Ford a damn good thrashing, and quite right, too.



This picturesque scene equates to the 'fire-up road' at Prescott, as cars exit the paddock and queue for their turn on the hill. We're loving the nerf bars on John Hayward's roadster.

Steve Newey, another *Originals* member, looked like he was running his A sedan with full junior support crew.



Chrome reverse steels and whitewalls look sharp against the matt paint and detailed Flathead of Lenny Porter's roadster.



Although helping out with organising, the *East Coast Sidewinders* still found time to play. Here's Matt Bolt in his recently completed roadster pick-up taking his turn up the hill.



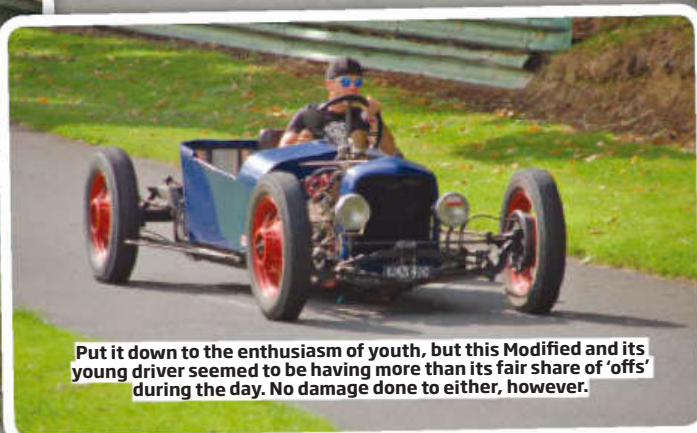
Nick and Rosie Lake lean into the first sweeping left hander at Prescott in Nick's sweet Chevy-powered Model A Vicky.



Washington Blue '34 5-window is a new car on the scene and belongs to Dave Wilcox. It's mostly stock at present, but who knows what the future holds?



Put it down to the enthusiasm of youth, but this Modified and its young driver seemed to be having more than its fair share of 'offs' during the day. No damage done to either, however.



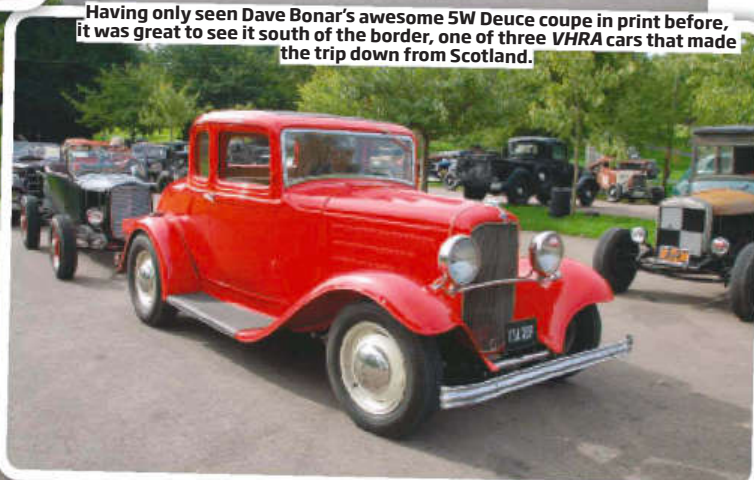
Chris Rawlins' long awaited T Modified with Flathead power made its debut at Prescott and looked very cool with its inclined Deuce grille shell.



Dave Sturgess takes his Deuce roadster for the first of many runs up the hill on the Saturday, following up GOW! with a few days' holiday in Cornwall straight afterwards.



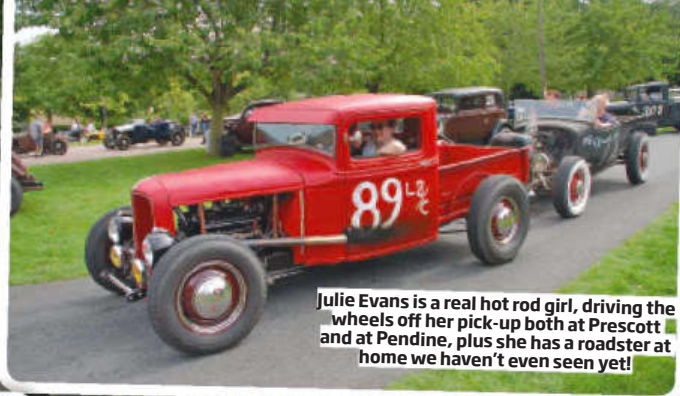
Having only seen Dave Bonar's awesome 5W Deuce coupe in print before, it was great to see it south of the border, one of three *VHRA* cars that made the trip down from Scotland.



Niall Blakeman's single seater is an original 1940's Sprint car, now with a newer powerplant and a few extra modifications to make it street legal.



Another one down from Scotland was Gordon Brennan's gorgeous '35 Ford cabriolet, complete with fenderskirts for that pre-war custom feel.



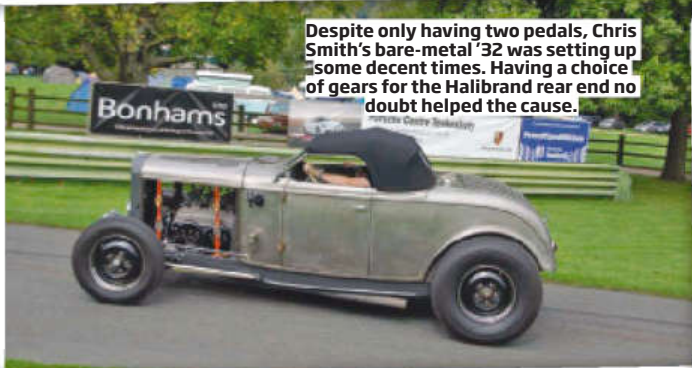
Julie Evans is a real hot rod girl, driving the wheels off her pick-up both at Prescott and at Pendine, plus she has a roadster at home we haven't even seen yet!

We'd like to call *Rolling Bloke* Simon Phillips' '34 a 5-window, but it still doesn't have any glass and five-hole coupe just sounds plain wrong.



When we first clapped eyes on Toby Nevitte's '34 last year we thought it was a fresh import, but it turns out he's owned it for almost 10 years.

Despite only having two pedals, Chris Smith's bare-metal '32 was setting up some decent times. Having a choice of gears for the Halibrand rear end no doubt helped the cause.



Darren Hart was lapping up the compliments and providing many taxi rides up the hill in his recently completed A-V8 phaeton, and why not, 'tis a lovely thing.



It might not be obvious in the pic, but Damien Lewington's look of determination is matched only by the look of fear on partner, Nikki's, face as Damien prepares to throw the lightweight car up the hill once again.



There are loads of neat features on Richard James' low slung, East Coast-style roadster. From its Duvall 'screen to the E&J headlamps, it's got the look.

Another new T Modified breaking cover for the first time was Jody Bennett's oh-so-cool example powered by a Model B banger motor. Jody told us everything was pretty low buck, but you'd never know it.



I see tyre smoke. That'll be Russ De Barr then, trying to wear out another set of blackwalls with his stroker motor-powered A sedan.



Recently gracing the cover of *CC*, Jeremy and Donna Allen's Model A coupe is a regular at *VHRA* events everywhere.



Super-sanitary Shovel featured some great moves. Moulded frame is easy to see, but only aficionados would suss out the split rocker covers. Well groovy bike dude.

Like old school choppers, everybody keeps saying custom vans are back. At The Trip Out they've never been away.

■ Words and pics: Oddie

You could drink the Moonshine on offer in the Widows Lounge if you liked. I did, and managed to grab this shot before, er, spending four days in bed. These things may or may not be linked.

"That there's some corner of a foreign field. That is forever groovy." With apologies to Rupert Brooke, the foreign field is Bedfordshire, the corner is Scald End farm, and The Trip Out is forever groovy. In just four years, The Trip Out is already firmly established on the international calendar. Glowing praise in magazine coverage, not just in the UK, but across Europe and indeed the USA, draws Trip Outers from Germany, Holland, Belgium, France, Ireland, as well as all parts British. And it isn't hard to see why as, quite honestly, there really is nothing else quite like it.

The brainchild of just four ordinary folk – Anna, Andy, Loggy and Estelle – the conception was simple. "There wasn't anything that really suited us, so we decided to put on the show we wanted


to go to ourselves." It turned out a whole host of groovesters felt the same way. Personally, I started building bikes and driving V8s in the early '70s. That's a lot of shows in the last 40-odd years, yet I've never come across anything that even remotely generates such passion and enthusiasm in those that attend The Trip Out. Love isn't too strong a word for it though, to put it in the jargon of the times, 'It's a happening.'

Although primarily a biker event, and even then a niche within a niche, every year The Trip Out attracts a growing bunch of hot rodders and assorted four-wheel freaks. There's no cut-off date, it simply polices itself. You either get it or you don't, so already you know if you fit in. The show field itself becomes a timewarp, an informal coming and going of cool rides and far-out vehicles.


**to put it in the jargon of the times,
'It's a happening'**




'30's, '50s, '60s... all are welcome if they're in the spirit of the event. With so many Gasser versions around these days, it's nice to see a more street race approach to the perennial '55 Chevy. Dig those chrome reverses.




The 'Sausage With Mustard Eating Race.' All round good clean wholesome fun, nay hilarity even.




Vauxhall produced over 390,000 F-Series Victors between 1957 and 1961. This Series II version gives lie to the idea that all Vauxhalls rotted away instantly. Just very nearly all of them.



Just like old British bikes, there was an era when you could hardly give old Iron-Head Sportsters away. Nowadays, with the curse of unreliability (mostly) fixed, even simple bobbys are worth telephone numbers.




You don't have to be big to be beautiful. Cutesy little Austin Seven special stole more hearts than just mine.




Spoked wheels, rod brakes, and a baby hemi under the hood. Only the stainless megaphone gives away the sleeper status. One for the brave.




When BSA created the 250cc C15 as a humble 15bhp learner bike in 1958, little did they think how some of them would end up. A genuine timewarp survivor.



Trip Out prize giving is as laid back as everything else and kinda rolls into being somewhere around some sort of allotted time and some stuff is given out while everyone says 'love' a lot. Here Amanda Emery receives her share of the love.



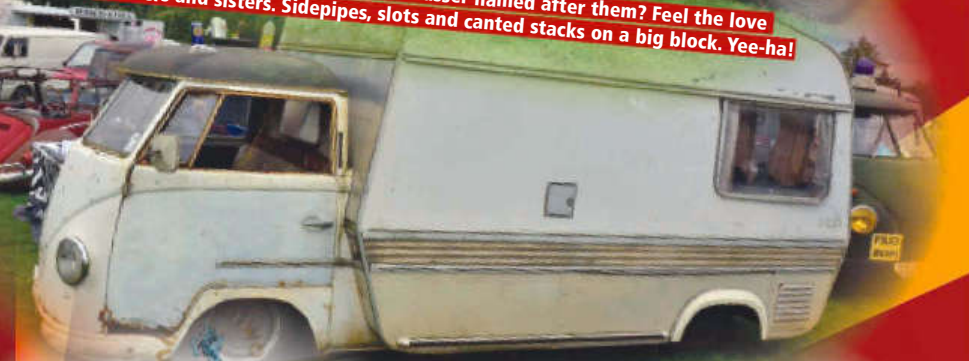
You never see Johnny Diablo without a smile on his face, but all the more so when he's getting a Best Rod award for his tough, Chevy-powered A.



You never see Johnny Diablo without a smile on his face, but all the more so when he's getting a Best Rod award for his tough, Chevy-powered A.



How many other events have a Gasser named after them? Feel the love brothers and sisters. Sidepipes, slots and canted stacks on a big block. Yee-ha!



Work out the lettering for yourself (clue: the second word was KILLER). Guaranteed to clear traffic when you see it coming up in your mirror.



Drew Mason's Rolls-Royce-powered 'glass A tub was for sale over here for ages but appears to have found a new owner in Northern Ireland.



But the event is genuinely inclusive. If your attitude is only curious, if your desire is only to have fun, The Trip Out family welcomes you in. Feel free to arrive in your daily, set up your tent or caravan on the camping field, and wander over and take in the vibe, man. Pick up a Trip Out T-shirt, or grab something funky from the variety of clothing traders, and play dress-up for the weekend. Check out the madcap bands in the main tent, boogie with the even more madcap crowd in the *Widows Disco*. Wonder at how a gleaming metalflake and chrome motorcycle, with no front brake, huge long forks, no rear suspension, a tiny tank and even tinier seat, could be wearing German plates, two or three day's ride away from home. Be amused by The Wall Of Mild Peril. Sit in the sun and watch the skate rampers. Goggle at the sausage eaters. Visit the on-site cinema. Chill out in the Peyote Lounge. Drink in the truly wonderful atmosphere. Just don't blame me if you become a convert.

Because everyone you speak to tells you this is their favourite gig of the year. Everyone you speak to heaps endless praise on the event, and vows to come back year after year. That's the real Trip Out experience – three days in the year of fabby fabby fabby fun fun fun! It is what it is, brothers and sisters. **ADVICE**

Funky little French 1938 Barousse three-wheeler was powered by a rear-mounted, single-cylinder JAP motorcycle engine, a rarity in itself. Hardly saw it stopped all weekend, so this was a rare photo opportunity.



Constitutionally correct

■ **Words:** DB

Pics and captions: Mike Pye and DB

If ever the buzzword Marmite could be levelled at a hot rod event, then it's certainly applicable to the NASC Street Rod Nationals. The mere mention of 'the Nats' evokes an immediate response from all and sundry. For some it's the only 'must-do' event on their calendar, whilst others vehemently condemn the weekend, vowing never to grace Trinity Park with their presence over the August Bank Holiday weekend. Undoubtedly, this latter sentiment is a contributory factor in our events listings showing 11 other events taking place throughout the same weekend.

Although six of those events were one-dayers, they must still have a negative effect on the numbers attending the Nats and, although we reported on just how good last year's 40th anniversary Nats was, the impression was that fewer weekend participants made the journey to Ipswich this time round. A combination of bodily injury and other commitments resulted in Mike Pye and myself attending the weekend in shifts. I did the Saturday and Mike the Sunday, though neither of us witnessed the evening activities so we are not qualified to comment on those. All we can do is




how quiet the weekend seemed overall.

Whilst we have received no official word from the NASC, we understand some aspects of the weekend were beyond their control. The fun fair, for instance, was booked but did not turn up as their vehicles were literally stuck in the mud at a previous event. No amount of forward planning can avoid things like that. One much-loved aspect of the Nats is the party atmosphere – the Saturday evening fancy dress and the Sunday night

purists may deride some types of vehicle on display, but that diversification is what attracts the all-important crowd of punters through the public gate. Without them, the event simply wouldn't be financially viable. Maybe over the years some people have forgotten just what the acronym NASC stands for – *National Association of Street Clubs*. As such, their constitution caters for a wide spectrum of vehicles and respect should be given to that. Take a tip from us when walking round the show field at the Nats – if the next car in the line doesn't float your boat, carry on walking and you're sure to find one that does.

The good news is the NASC officials are taking note of feedback, for at the end of Monday's trophy presentations – held in the barns due to the adverse weather – it was announced that in future there would just be the one presentation ceremony on the Sunday afternoon.

Popular opinion is that the Nats needs to re-invent itself in some way so the spark it used to have is re-ignited. There is no simple answer to achieving that, but constructive criticism and continued support of the event will go a long way towards it. 

the show field was as bustling as ever

share our thoughts and relay some of the comments we have heard post-event. Before we do though, we should point out that this is in no way meant to be a negative report on the Nationals and we have, and heard, nothing but praise for the efforts put in by the NASC committee and helpers.

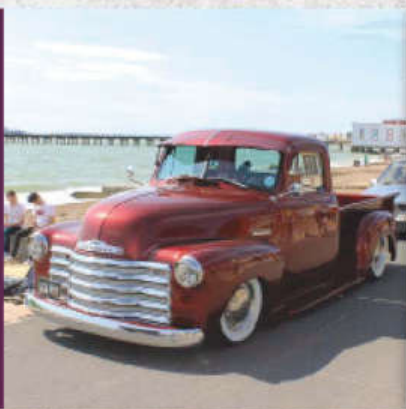
However, many questioned the thought process behind not having live music on the Saturday evening, especially as so many upped camp on the Sunday – presumably due to the dire weather forecast for the Monday – and virtually everyone we spoke to mentioned

closing frenzy with the foam machine – only this year there was no foam machine due to prohibitive insurance premiums. It's easy to grumble about the lack of things like these but, before you do, consider what might be the reasons behind it.

Having walked the entire campsite on the Saturday, my impression is it was not as full as in previous years, but come Sunday the show field was as bustling as ever – despite the threat of rain – and vacant parking spaces were few and far between. And this is really where the Nats comes into its own. Okay,

At the seaside

As is the norm, Saturday's cruise headed off to Felixstowe where the cars benefitted from privileged parking along the promenade, much to the delight of locals and tourists. The cruise was well marshalled and the weather was gorgeous. My only issue was with the dubious nature of a few of the cars allowed onto the prom.





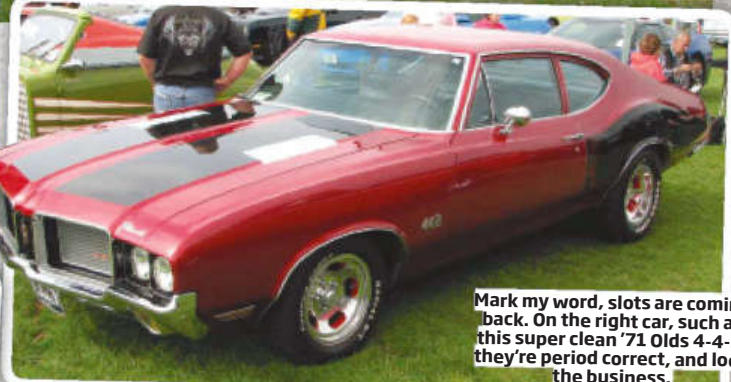
A worthy Top 10 winner, Richard Jackson's ultra-clean '70 Chevelle. Richard painted his blown, 572ci-powered Chev himself and told me he now just cleans it with a jet wash. With 950 brake on the fly, this has to be a lot of fun to drive.



Another new one on us, this had some neat details in the rear bodywork, though our Kev would have something to say about the early grille shell on a late body. There's no doubt A sedans are the hot ticket for this kind of rat rod ride.



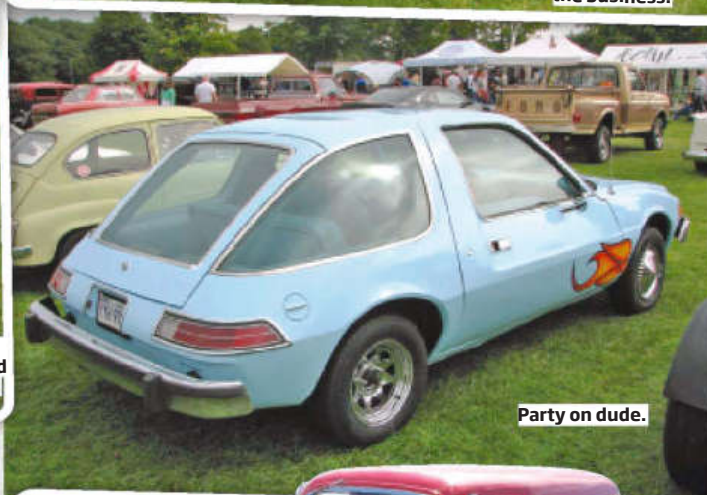
The Matra Simca Bagheera was said to be universally shit in stock form, but add a tube frame and a nitrous-injected Chevy V8 up front and the world becomes a better place.



Mark my word, slots are coming back. On the right car, such as this super clean '71 Olds 4-4-2, they're period correct, and look the business.



We love this kind of car - classic British body, here a Consul Capri, with just mild custom touches and updated running gear - in this case an injected Zetec.



Party on dude.



This Pop has been the subject of much internet rumour and controversy but this was the first time we'd seen it for real. It's certainly a full-on car, and it now has a new owner too, Roger Talbot...



...who arrived at Billing earlier this year in the ex-Anthony Johnson, ex-Perry Rogers, ex-Keith Atkinson, vinyl graphic-adorned Fordson. Well, the graphics are now gone and the van's new owner is Ashley Minter.





If only everyone would do show boards like this it would make our lives so much easier. We can now tell you for sure this truck is a '55, has a 454, TH400 and a 9-inch. What we can't tell you is whether it was bought or built. Never mind, thanks Alan Ford.



New car of the show for me (Mike) was Steve Barnard's wickedly-chopped '34 sedan (with '33 grille shell). The four flared pipes give away a Dave Haskell build, and it's still awaiting its interior, but we'll be on this for a full feature the minute that sewing machine stops.



This was a treat, found in the back row on the main show field, Alex Veal's 383 Chevy-powered '72 Firenza HC. Surprisingly, Alex knew nothing of Lee Johnstone's similar Daimler-powered version in our September issue.



The only time we welcome a Metro onto the show field at a custom car show is when it's a 6R4. This one had an injected K-series rather than the Group B car's 3.0-litre, DOHC V6.



Okay, so it was in a stock '57 Chevy convertible, so not exactly a custom car, but just check out the concours detailing on this motor.

These guys were having fun cruising the site in this '66 Ford Galaxie convertible, dropped over late model Mustang rims, bare metal and with paint 'tattoos'.

The RHD format might explain the state of the metal on show.



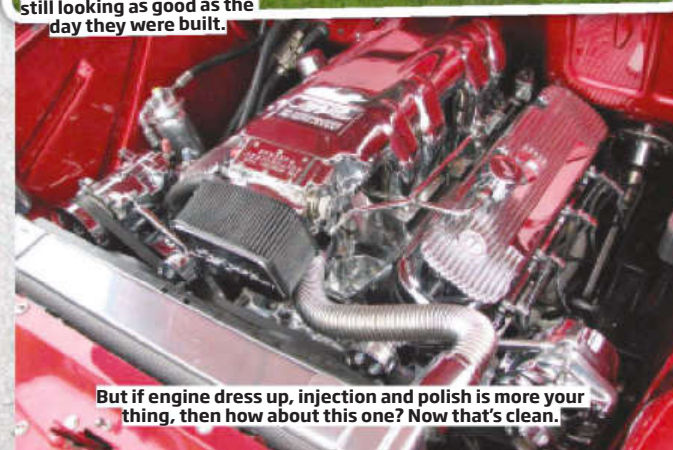
Meanwhile, in the Jaguar engine department. First there was this trike...



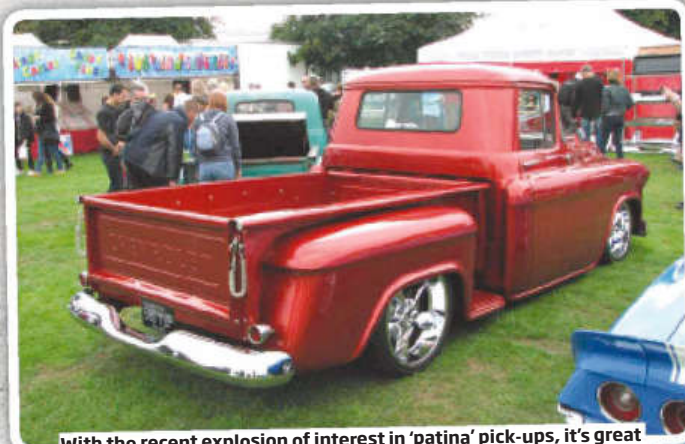
...then Pete Huckle's brace of 4.0-litre, blown, XJR6-engined cars. The dragster is a recent addition, bought as it had the same engine as his 1936 Morris 14 street car which, as he put it, "doesn't scare me anymore."



Old CC cover cars (Sep 2003 would you believe?) mix it up with old Medway Cruisers' custom cars, all still looking as good as the day they were built.



But if engine dress up, injection and polish is more your thing, then how about this one? Now that's clean.



With the recent explosion of interest in 'patina' pick-ups, it's great to see there are still some people prepared to go the whole hog and paint their trucks as well.



This was the first time we'd seen the new American Classic bias ply-look whitewall radials in the rubber. They're not cheap, but they're exactly what a lot of people have been waiting for. A great product, available now through North Hants Tyres.



Following last year's Nats we received mail regarding the film shows staged by the Petrol Runners in the campsite. Not only did the guys and girls repeat that this year, they also hosted a fun day with silly games on the Saturday. Good call by the NASC in presenting them with the Club Participation award.



You've got to hand it to the early Ford boys, they've got the sano engine thing nailed. This Jenvey throttle body-equipped Zetec SE was in an equally clean 105E Anglia.

The winners

Best of Show

- Dan Donati
'34 Ford

Top Ten

- John Dewey
'57 Chevy
- Julie Johnson
Model A pick-up
- Paul Diamond
Willys pick-up
- Dave Cannon
'37 Chevy
- John Boulwood
'59 El Camino
- Ashley Minter
Fordson van
- Harry Harris
'57 Chevy

- Steve Flemming
'34 Ford
- Roger Talbot
Ford Pop
- Richard Jackson
'70 Chevelle

Sunday Cars

- Paul Winter
'69 Yenko Camaro
- Sean Howe
'62 VW Beetle
- Paul Teager
'60 Cadillac
- Adrian Day
'32 Ford
- Mike Goss
'68 Chevy Fleetside



Alternative transport is always a familiar sight at the Nats.



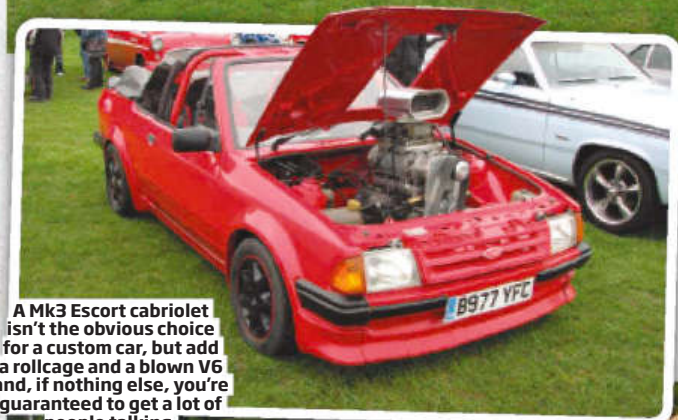
Continuing the popular long roof trend, this '63 Ford Country Sedan, with fenderskirts and superb custom roof paint by (I'm guessing) Coe's Kustoms, is right on the money.



NSRA pick this year went to Barry Friend and his tractor-nosed '40 Ford pick-up.



Seems someone forgot to tell this lot about the Confederate flag embargo.



A Mk3 Escort cabriolet isn't the obvious choice for a custom car, but add a rollcage and a blown V6 and, if nothing else, you're guaranteed to get a lot of people talking.



There were a number of familiar cars and faces in the winners' circle come Sunday afternoon, including Tony London's '33 Plymouth (Judges' Award) that was reputedly built by Boyd Coddington shortly before his death in 2008.



Last month we showed you the Lotus V8 in Alan Lambert's Mk2 Cortina. This month the car itself, and Alan, waiting to collect his Judges' Award. "Ask him about the torque steer!" shouted a mate from the crowd.



It's amazing what a change of wheels and tyres can do to the look of a hot rod. Have a look back at our feature on this ex-Dave Spittle Model A in the January '13 issue to see what we mean.



Still one of our favourite UK Pro Street cars ever, and still winning awards wherever it goes, John Dewey's magnificent, Lenco-equipped '57 Chevy.



Rat rod Roller anyone?

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CLB200	2 Dr step up	672x310x195	£49.98	£59.98
CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
CLB1007	7 Dr cabinet	685x465x955	£199.98	£239.98

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CTC900B	9 Dr chest	610x255x380	£64.99	£77.99
CTC500B	5 Dr cabinet	675x335x770	£119.98	£143.98
CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
CTC700B	7 Dr cabinet	610x330x875	£124.98	£149.98
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
PROFESSIONAL RANGE				
CTC103	3 Dr step up chest	672x310x250	£49.98	£59.98
CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
CTC109	9 Dr chest	662x305x421	£74.99	£89.99
CTC105	5 Dr cabinet	685x465x790	£169.98	£203.98
CTC107	7 Dr cabinet	685x465x950	£199.98	£239.98

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CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
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CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
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CBB211DF	11 Dr Cabinet	785x490x1075	£299.98	£359.98
CBB309DF	9 Dr chest	975x370x420	£179.98	£215.98
CBB311DF	11 Dr Cabinet	1045x490x1075	£379.00	£454.80

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SE18	18	4	200	£549.00	£668.80
SE26	23	5.5	200	£679.00	£814.80
SE29+T	28	2x3	270	£969.00	£1162.80
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Suitable for powering all common air tools & spray equipment

MODEL	AIR RECEIVER	DISPLACEMENT	EXC. VAT	INC. VAT
Tiger 16/510	50 litre	14.5 cfm	£219.98	£263.98
Tiger 16/1010	100 litre	14.5 cfm	£269.98	£323.98

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

- All models include gauge

MODEL	EXC. VAT	INC. VAT
4 ton bench	£129.98	£155.98
10 ton bench	£189.98	£227.98
12 ton floor	£239.98	£287.98
20 ton floor	£399.00	£478.80
50 ton floor	£1598.00	£1917.60

* Available with/without 7 pce pin, bracket & pressing plate + Without kit

FROM ONLY **£129.99** EX VAT
£155.99 INC. VAT

Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

BIG 3" CASTORS

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY **£7.99** EX VAT
£9.99 INC. VAT

NEW

Telescopic Range

MODEL	EXC. VAT	INC. VAT
CW6	£7.99	£9.99
CW8	£9.99	£11.99
CW10	£11.99	£14.99
CW12	£14.99	£17.99
CW14	£17.99	£20.99
CW16	£20.99	£24.99
CW18	£24.99	£29.99
CW20	£29.99	£34.99

Clarke BATTERY CHARGERS/ENGINE STARTERS

FROM ONLY **£47.99** EX VAT
£57.99 INC. VAT

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

MODEL	MAX AMPS	CHARGE/BOOST	EXC. VAT	INC. VAT
BC100N	15/100	£47.99	£57.99	
BC130C	15/120	£61.99	£74.99	
BC190	38/180	£89.98	£107.98	
BC210C	15/120	£94.99	£113.99	
BC410E	35/400	£119.98	£143.98	
BC205N	30/200	£169.98	£203.98	
BC520N	50/510	£179.98	£215.98	
BC430N	60/400	£369.00	£442.80	

*was £155.98 inc. VAT *was £227.98 inc. VAT

Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY **£219.99** EX VAT
£263.99 INC. VAT

TIGER 16/510

Suitable for powering all common air tools & spray equipment

MODEL	AIR RECEIVER	DISPLACEMENT	EXC. VAT	INC. VAT
Tiger 16/510	50 litre	14.5 cfm	£219.98	£263.98
Tiger 16/1010	100 litre	14.5 cfm	£269.98	£323.98

Clarke X-PRO AIR TOOLS

CAT127

FROM ONLY **£19.99** EX VAT
£23.99 INC. VAT

HUGE CHOICE IN-STORE/ONLINE

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CAT127	3" Cut off tool	£22.99	£27.99
CAT128	1/4" Die Grinder	£19.98	£23.98
CAT131	1/2" Impact Wrench	£59.98	£71.98
CAT132	13Pc 1/2" Impact Wrench Kit	£74.99	£89.99
CAT133	3" Cut Off Tool & 1/4" Die Grinder	£47.99	£57.99
CAT134	1/2" Reversible Ratchet	£34.99	£41.99
CAT136	6" Dual Action Sander	£34.99	£41.99
CAT137	3/8" Keyless Reversible Drill	£34.99	£41.99
CAT139	150mm Air Hammer inc 4 Chisels	£19.98	£23.98

Clarke ARC ACTIVATED HEADSHIELDS

CWH6

FROM ONLY **£39.99** EX VAT
£47.99 INC. VAT

CWH7

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

CWH8

FROM ONLY **£44.99** EX VAT
£53.99 INC. VAT

- Activates instantly when Arc is struck
- Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

Clarke NO GAS/GAS MIG WELDERS

Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled

Easy conversion to gas with optional accessories

FROM ONLY **£109.99** EX VAT
£131.99 INC. VAT

no gas only *was £203.98 inc. VAT

MODEL	DESCRIPTION	EXC. VAT	INC. VAT
CWC36	Car creeper	£21.99	£26.99
CWC45	With adjustable headrest	£28.99	£34.99
CWC50	Folding car creeper	£44.99	£53.99

Clarke PRO 7" SANDER/POLISHER

CP185

FROM ONLY **£69.99** EX VAT
£83.99 INC. VAT

Pro sander polisher, includes hook & loop backing pad and hook & loop wool polishing bonnet • 1200w motor

Clarke DIGITAL VERNIER CALIPERS

Dual scale calibration in 0.01mm & 0.0005" units • Locking screw feature for batch measurements • Supplied in a case

Also in-stock CM1265 300mm Digital Caliper only **£36.99 EXC. VAT** **£44.99 INC. VAT**

FROM ONLY **£16.99** EX VAT
£20.99 INC. VAT

CM145

Clarke 3-IN-1 SHEET METAL MACHINES

Bend, Roll & Shear metal up to 1mm thick • Min. Rolling Diameter 39mm • Bending angle 0-90°

MODEL	BED WIDTH	EX VAT	INC VAT
SBR305	305mm	£179.98	£215.98
SBR610	610mm	£359.00	£430.80

Clarke NO GAS/GAS MIG WELDERS

Uses flux cored steel wire, which creates own gas shroud as it burns

FROM ONLY **£169.99** EX VAT
£203.99 INC. VAT

MODEL	AMPS	EXC. VAT	INC. VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

Clarke ARC WELDERS

For home user, automotive and industrial applications.

FROM ONLY **£49.99** EX VAT
£59.99 INC. VAT

SEE THE FULL RANGE ONLINE & IN-STORE

*Turbo fan cooled

*was £107.98 inc. VAT

MODEL	AMPS	EXC. VAT	INC. VAT
EAT10	40-100	£49.98	£59.98
EAT65	65-160	£64.99	£77.99
115N	30-110	£64.99	£77.99
EAT200	60-200	£87.99	£105.99
160N	40-150	£67.99	£81.99
190N	50-185	£94.99	£113.99
190TEN	35-180	£139.98	£167.98
235TEN	40-210	£149.98	£179.98

Clarke ANTI FATIGUE FOAM FLOORING

6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling

Each tile is 610x610mm & includes detachable, yellow borders

FROM ONLY **£19.99** EX VAT
£23.99 INC. VAT

FOR 6 TILES

Clarke LOAD LEVELLER

Max load capacity - 500Kg

Fine screw adjustment for precise leveling

FROM ONLY **£29.99** EX VAT
£35.99 INC. VAT

CLL500

INCLUDES CHAINS AND HOOKS

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY **£849.00** EX VAT
£1018.80 INC. VAT

FULL RANGE OF ACCESSORIES IN STOCK

- 430mm between centres • Compound slide with 4 way tool post • Power feed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head

£699.00 exc. VAT £838.80 inc. VAT

Clarke MIG WELDERS

Quality machines from Britain's leading supplier

See online for included accessories

FROM ONLY **£179.99** EX VAT
£215.99 INC. VAT

MODEL	MIN-MAX AMPS	EXC. VAT	INC. VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-175	£399.00	£478.80
205TE Turbo	30-185	£429.00	£514.80

*was £490.80 inc. VAT *was £539.98 inc. VAT

Clarke 24V CORDLESS IMPACT WRENCH

Inc. 17, 19, 21 & 23mm chrome vanadium sockets

2x 24V Ni-Cd batteries & 1 hour fast charger

FROM ONLY **£89.99** EX VAT
£107.99 INC. VAT

CIR220 ONLY

HEAVY DUTY

Clarke ENGINE CRANES

FROM ONLY **£149.99** EX VAT
£179.99 INC. VAT

MODEL	DESC.	EXC. VAT	INC. VAT
CFC500E	1/2 ton folding	£149.98	£179.98
CFC100	1 ton folding	£154.99	£185.99
CFC100DLR	1 ton long reach	£199.98	£239.98

Folding and fixed frames available

Robust, rugged construction

Overload safety valve

Fully tested to proof load

CFC100

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329 HAND TOOLS

This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet

- Includes the most popular sockets, spanners, pliers, drivers, wrenches etc.

Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY **£849.00** EX VAT
£1018.80 INC. VAT

FULL RANGE OF ACCESSORIES IN STOCK

- 430mm between centres • Compound slide with 4 way tool post • Power feed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head

£699.00 exc. VAT £838.80 inc. VAT

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance
Integral work light
910 includes air compressor
Long life battery

MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£52.99	£63.59
910	400A	900A	£52.99	£63.59
4000	700A	1500A	£114.99	£137.99
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Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

• Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing • Ratchet tight tensioning

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

LENGTH UP TO 24'

Clarke ENGINE DIAGNOSTICS

MODEL	EXC.VAT	INC.VAT
E0BD Fault Code Reader	£39.99	£47.99
Engine E0BD/OBD2 Fault code reader	£54.99	£65.99
Engine Diagnostic & E0BD/OBD2 Fault Code Reader	£99.99	£119.99

Clarke GARAGE MATTING

• Premium hard wearing poly vinyl - reduces impact and vibration damage • Simply rolls out onto floor • Chequer plate design • Easy clean • Dims (WxH): 2400 x 1200mm (8'x4')

Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating
• Dual Volt 110V/230V
• Stainless steel
• Propane gas fired
• Price cut now from £77.99 to £64.99
• £29.99 EX VAT
• £35.99 INC VAT

MODEL	MAX OUTPUT KW	EXC. VAT	INC. VAT
Little Devil II 10.3	10.3	£74.99	£90.99
Little Devil SSII 10.3	10.3	£79.99	£95.99
Devil 650	15	£74.99	£89.99
Devil 660 SS	15	£109.99	£131.99
Devil 850	12.4 - 31	£129.99	£155.99
Devil 860SS	31	£149.99	£179.99
Devil 1850	26.9	£299.99	£359.99
Devil 3000	35.8	£399.99	£479.99
Devil 4000	70-131	£399.99	£479.99
Devil 3150	46 - 100	£469.99	£563.99

Clarke ENGINE STANDS

NEW RANGE
• Rotates through 360°
• Fully tested to proof load
• Folds for storage
• From only £49.99 EX VAT
• £59.99 INC VAT

MODEL	CAPACITY	EXC.VAT	INC.VAT
CES340	340kg	£49.99	£59.99
CES500A	227kg	£54.99	£65.99
CES450	450kg	£69.99	£83.99
CES750A	340kg	£79.99	£95.99
CES560	560kg	£89.99	£101.99
CES680F	680kg	£119.99	£143.99

Clarke INVERTER GENERATORS

Produces pure sine wave & stable power, essential for computers & sensitive equipment
• Max output: IG1000, 1000w Max output: IG2200, 2200w • 4 stroke engine • Super quiet running (only 64dBa at 7m 1/4 load) • Low oil shut down
• From only £389.99 EX VAT
• £467.99 INC VAT

Clarke BENCH GRINDERS & STANDS

• Stands complete with belt mountings and foot anchor holes
• 6" & 8" AVAILABLE WITH LIGHT
• STAND AVAILABLE FROM ONLY £39.99 EX VAT
• £47.99 INC VAT

MODEL	DUTY	WHEEL DIA.	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£29.99	£35.99
CBG6RP	PRO	150mm	£39.99	£47.99
CBG6RSC	HD	150mm	£49.99	£59.99
CBG6RSC	PRO	150mm	£49.99	£59.99
CBG6RWC	HD	150mm	£54.99	£65.99
CBG6RW (wet)	HD	150/200mm	£55.99	£67.19

Clarke DIESEL/PARAFFIN HEATERS

Ideal for fast efficient heating
• Extra-long run fuel tanks - up to 53 litres • Variable heat output with thermostat control
• From only £179.99 EX VAT
• £215.99 INC VAT

MODEL	MAX OUTPUT	EXC.VAT	INC.VAT
XR60	14.7kW	£179.99	£215.99
XR80	20.5kW	£229.99	£275.99
XR110	29.3kW	£279.99	£335.99
XR160	46.9kW	£329.99	£395.99
XR210	61.5kW	£369.99	£443.99

Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE
FROM ONLY £19.99 EX VAT
£23.99 INC VAT

MODEL	DESC	EXC.VAT	INC.VAT
PRO12C	1.2mm	£19.99	£23.99
14C/18C	1.4mm, 1.8mm		
PGF14	Pro. Gravity	£24.99	£29.99
SP14/18C	1.4mm/1.8mm	£27.99	£33.59
HVLP	AP15, 2.2mm	£27.99	£33.59

was £32.39 INC VAT

Clarke TAP & DIE SETS

• High quality tungsten steel
• Supplied in metal storage case (except 16pce)
• From only £14.99 EX VAT
• £17.99 INC VAT

TYPE	EXC.VAT	INC.VAT
16pce Metric	£14.99	£17.99
24pce UNC/UNE/NPT	£19.99	£23.99
24pce Metric	£23.99	£28.79
33pce Metric/UNE/BSP	£31.99	£38.39
32pce Metric	£41.99	£50.39

#28pce Best Budget Buy, 33pce Recommended.

Clarke DRILL PRESSES

CDP5B
ONLY £59.99 EX VAT
£71.99 INC VAT

Clarke POLISHING KITS

• Kit Inc: Tapered spindle, Coloured mop for initial cleaning, pure cotton mop for high polish finish & polishing compound
• From only £19.99 EX VAT
• £23.99 INC VAT

VAC KING WET & DRY VACUUM CLEANERS

• Compact, high performance wet & dry vacuum cleaners for use around the home, workshop, garage etc.
• From only £47.99 EX VAT
• £57.99 INC VAT

Clarke MOTOR CAPACITY

MODEL	MOTOR CAPACITY	EXC. VAT	INC. VAT
CVAC20P	1250W	£16/12hr	£24.99
CVAC20SS	1400W	£16/12hr	£24.99
CVAC25SS	1900W	£19/17hr	£29.99
CVAC30SS	1400W	£24/21hr	£36.99

Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195
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Honda & Diesel engine models available

Clarke MECHANICS MOBILE SEAT

• Strong steel frame
• 4 strong rubber wheeled castors with easy swivel ball bearings
• Oil resistant padded vinyl seat
• Integral storage tray
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• £19.19 INC VAT

Clarke GENERATORS

Honda engine models available
CHECK FRAME TYPE WHEN ORDERING

MODEL	KVA	HP	EXC.VAT	INC.VAT
G120	0.7	-	£89.99	£107.99
G1200	1.1	-	£149.99	£179.99
EG2500	2.4	6.5	£189.99	£227.99
EG3005	2.8	7	£239.99	£287.99
EG3050	3	8	£269.99	£324.80
EG4005ES	4.5	11	£479.00	£574.80
EG5100ES	5.5	13	£569.00	£682.80

Clarke ELECTRIC POWER HOISTS

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Clarke BODY REPAIR KITS

• Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors
• Includes metal case • Fast action pump
• From only £79.99 EX VAT
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MODEL	CAPACITY	EXC.VAT	INC.VAT
CS4BRK	4 tonne	£79.99	£95.99
CS10BRK	10 tonne	£139.99	£167.99
CS10BRK*	10 tonne	£149.99	£179.99

Clarke PARTS WASHERS

FROM ONLY £39.99 EX VAT
£47.99 INC VAT

Clarke PRESSURISED SANDBLASTERS

• Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.
• Includes sandblasting gun, delivery hose, 4 ceramic nozzles and safety hood
• From only £139.99 EX VAT
• £167.99 INC VAT

Clarke STRUT SPRING COMPRESSOR

• Foot operated hydraulic powered
• Adjustable for springs up to 350mm dia. & 254mm in length
• Yoke travel: 340mm
• Weight 31.5kg
• From only £99.99 EX VAT
• £119.99 INC VAT

Clarke CAR TRANSPORTER LASHING

• From only £16.99 EX VAT
• £20.39 INC VAT

Clarke SOCKET SETS

Top quality chrome vanadium steel.
• 18 Sockets 8-32mm
• Reversible ratchet
• Comfort grip handle
• Lifetime guarantee
• From only £22.99 EX VAT
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DERBY Derwent St, DE1 2ED	01332 290 931	MANCHESTER OPENSHAW Unit 5, Tower Mill, Ashton Old Rd	0161 223 8736	WOLVERHAMPTON Parkfield Rd, Bilston	01902 494186
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DUNFRIE 163-171 Piersfield Terrace	0131 659 5919				

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SoCal Diaries

Ex-CC editor Kev Elliott now resides in southern California where he works for Street Rodder magazine.

In his spare time he keeps a diary of what he gets up to at the weekends.

This month Kev attends a VIP night – can't imagine he wore a black tie though.



Galpin Autosports VIP Night

So Cal hot rodding isn't all getting up before dawn, eating burritos and watching the power parkers squabble. Occasionally, the game is raised, and one company that knows exactly how to do that is Galpin Autosports, the performance arm of the huge Galpin car sales empire.

Every year they host a car show at their flagship Ford dealership in Van Nuys, but the preceding evening sees a VIP gala in the normally closed to the public private museum, with a couple of hot rodding's luminaries receiving awards. You may remember me bringing you the Barris and Ed Roth-themed events before.

This year was especially pleasing, as Blackie Gejeian was honoured with a Lifetime Achievement award. Many know Blackie for being present on every day of every Grand National Roadster Show (no

mean feat) but he has been a car builder, show and drag race promoter, race car driver, and still farms raisins, with an enthusiasm for hot rods that shows no assign of abating even today, at 91. His *Shish Kabob Special* and *The Emperor* were on display.

Bruce Meyer was also honoured with

an Automotive Icon award. You may remember Meyer brought the 2D Pierson Brothers '34 coupe lakes racecar to Goodwood Festival of Speed a few years

ago, graciously letting all and sundry sit in it between blasts up the hillclimb. The coupe was present, as well as the Doane Spencer '32 roadster, just a couple from his extensive car collection. He has devoted a lot of time to working with the Petersen Museum in recent years.

Two great, and extremely personable guys, deserving of their awards. Congratulations to both. CUSTOM

Shish Kabob Special and The Emperor were on display



Blackie's *Shish Kabob Special*, so named because when displayed at the Oakland Roadster Show, every hour he and friends would turn it on its side to display the underside. No one had thought of using mirrors yet! It worked though, he won the AMBR trophy in '55.



The Emperor, Blackie's Model A roadster. Built by good friend, Chuck Krikorian, the car won AMBR in 1960. Blackie has owned it for over 30 years now, restoring it and making a few changes along the way.



I believe this is the first time I've seen Blackie standing (he has several health issues and uses a mobility scooter at all times), but he made a speech lasting several minutes.



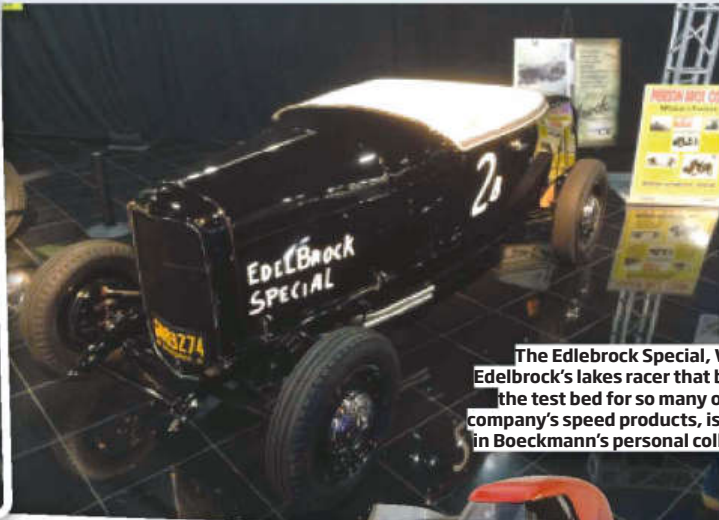
From making the cover of *HOT ROD* in 1950, to running over 150mph with a Flathead, then raced by Tom Bryant until 1991, the Pierson Brothers 2D coupe was eventually sold to Bruce Meyer, who had So-Cal Speed Shop restore it to its original form.



Bruce Meyer receiving his Automotive Icon award from Galpin owner, Beau Boeckmann.



One of the iconic '32 roadsters, Doane Spencer's was ahead of its time in the early '50s with bobbed frame horns, and exhausts exiting through the frame rails. The cowl steering, louvres and DuVall windscreen combine to lend a timeless look. Another from Meyer's collection.



The Edlebrock Special, Vic Edelbrock's lakes racer that became the test bed for so many of his company's speed products, is housed in Boeckmann's personal collection.

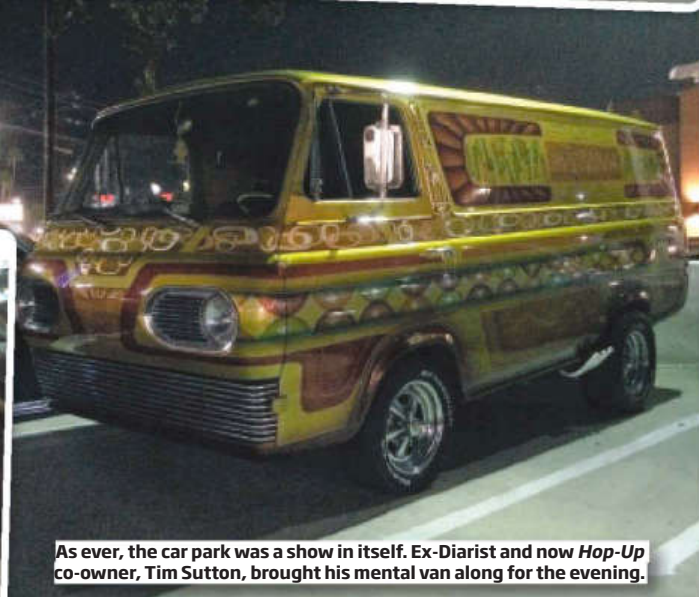


The Grasshopper, a recreation of John Geraghty and John Crawford's HOT ROD cover car from 1959, that also became a Monogram model. The blown Oldsmobile-powered '23T was recreated perfectly by Dave Shuten at Galpin Autosports.



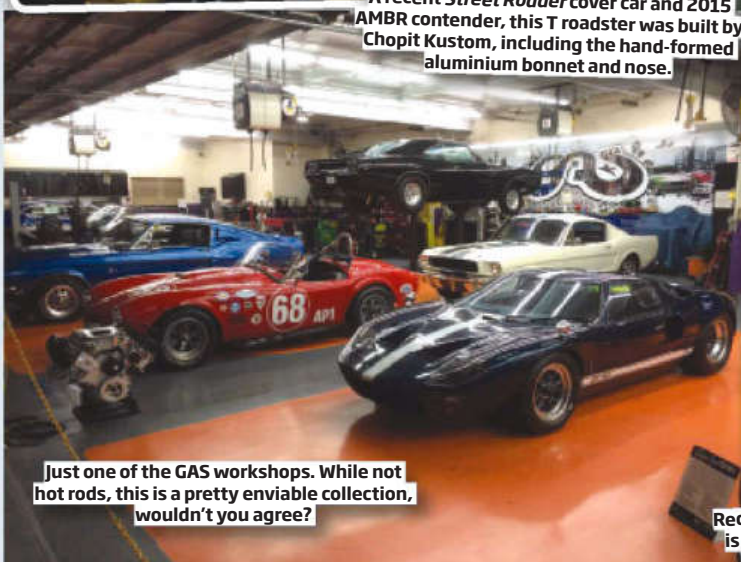
The Strip Star, built by Gene Winfield, is based on a '48 Ford chassis, with a 427 Ford V8 and four speed. Wonder how many banjo rear ends it went through?

Boeckmann's Roth car collection and Gene Winfield's shop truck permanently reside in the private Galpin 'museum.'



As ever, the car park was a show in itself. Ex-Diarist and now Hop-Up co-owner, Tim Sutton, brought his mental van along for the evening.

A recent Street Rodder cover car and 2015 AMBR contender, this T roadster was built by Chopit Kustom, including the hand-formed aluminium bonnet and nose.



Just one of the GAS workshops. While not hot rods, this is a pretty enviable collection, wouldn't you agree?



Recognise this? One of the three similar '32 roadsters built by Tom McMullen, this one is now owned by NSRA Street Scene magazine publisher, Tom Voegle. Nice to see it out and about, especially given Van Nuys is a long way across LA from its home.

Sucker punch

The '59 El Camino may be best known for its flamboyant looks, and this one definitely has those, but don't be fooled, it hides a killer punch, too

■ Words and pics: Jon Hill



Chevrolet only made the first generation El Camino for two years, and the '59 model is undoubtedly the most iconic version of all. Unusually, all contemporary engine options were available from new, and all came with top-of-the-line Bel Air exterior trim, though with the lower spec Biscayne interior. When Chevy brought the El Camino name back in '64, it was an entirely different, much tougher, less flamboyant animal.

The Chevy El Camino is now such a classic, from the earliest model with its iconic '50's, flowing into early '60's styling, right through to the later models that now have quite the following of their own, it's easy to forget it's a simple pick-up truck. Seriously, what we're looking at here is that era's equivalent of a Ford Transit pick-up! Yet it has such superb lines that, in simple terms, all you need to do is lower one and stick a set of wheels on and the impact's massive. Even here in the UK we're so indoctrinated into this type of car that it's easy to forget what an incredible piece of design they actually are, and just how big they are. I mean, they're vast, the bonnet's huge and so's the pick-up bed. A fact that's hard to dismiss when you want to restore one.

This particular one belongs to John Boultonwood, who is no stranger to building

cars. Prolific even, he almost can't stop, egged on by fellow *ERIC* member, Alan Lambert. But the result is, they get cars built, and they do what they have to do to get there. John's forte is paint, body, fit and finish, whilst Alan's is fabrication and

Torque Thrust IIs – 16-inch front and 17-inch rear – that are on it, tired black paint and a 327 and Powerglide." It was useable, though, and, after plenty of checking to ensure it was what it was claimed to be, he bit the bullet and had it shipped into Felixstowe. "The

an incredible piece of design

sussing out complicated mechanical and electrical solutions – witness his recently finished Mk2 Cortina, the one with the twin turbo Lotus Esprit V8 we've shown you pictures of recently.

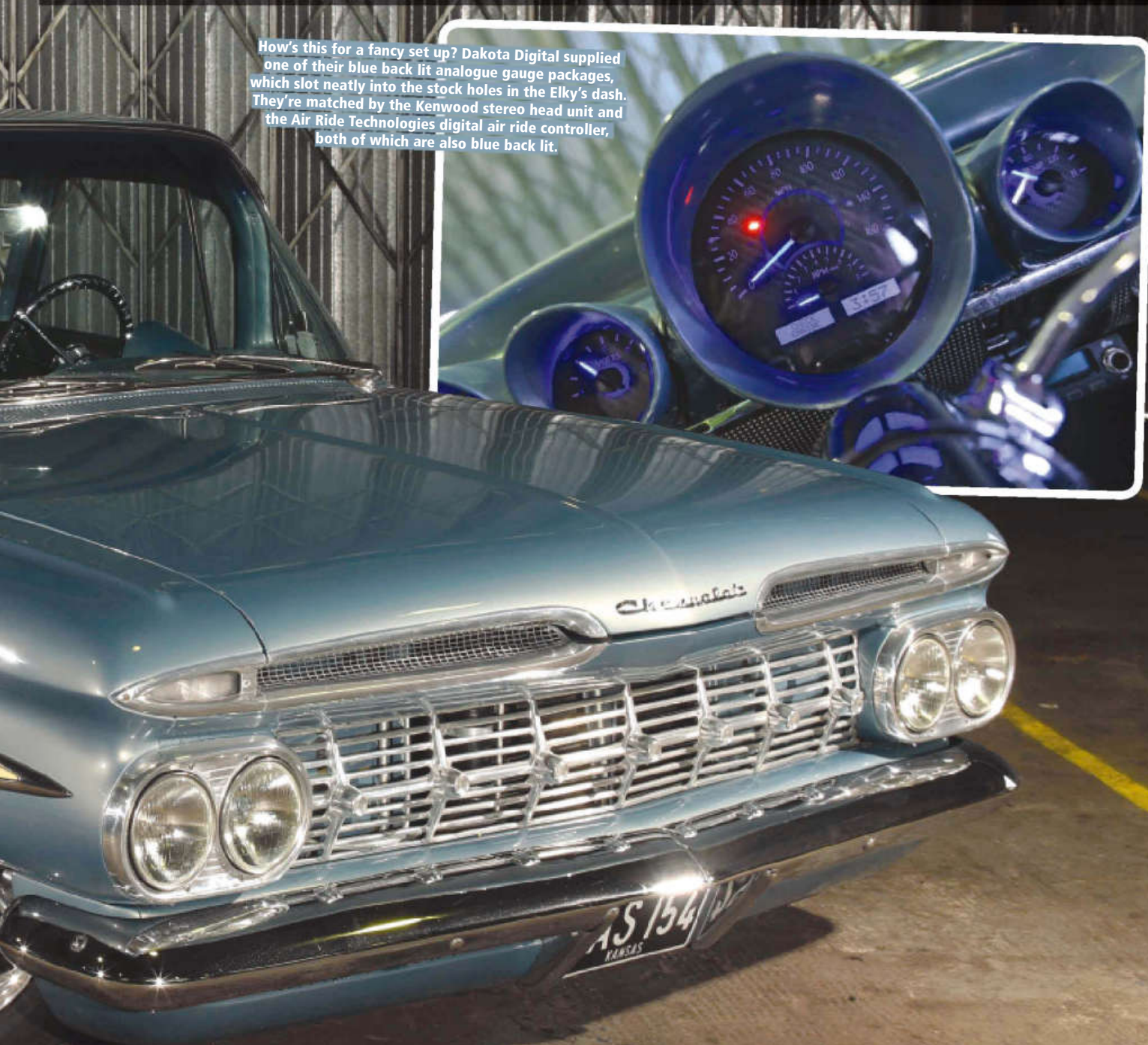
Older custom

John's '59 Elky started as an eBay purchase, bought from a dealer in Kansas in 2006. It was, as John describes, an older custom, "Lowered with cut coils, the American Racing

brakes were interesting and it missed a bit, but it drove home," he recalls.

After a good check over, plus a set of front disc brakes, John used the car as was for the next couple of years, taking it on the *ERIC*'s customary annual Le Mans trip. "It came in very useful with all of us piled in the pick-up bed for the trip to the town's main bar," he laughs. Useable, useful even, it may have been, but underneath its past was starting to reveal itself. "Around the back there were

How's this for a fancy set up? Dakota Digital supplied one of their blue back lit analogue gauge packages, which slot neatly into the stock holes in the Elky's dash. They're matched by the Kenwood stereo head unit and the Air Ride Technologies digital air ride controller, both of which are also blue back lit.



Car sits on full Air Ride Technologies air ride system, with the company's polished stainless tubular a-arms at the front. Ride height is maintained by an in-dash digital controller that uses air pressure sensors to control ride height with pre-sets for instant height setting and adjustment while driving.



← The 16 and 17-inch Torque Thrust IIs were on the car when John bought it, but the 12-inch drilled and vented discs behind them weren't, nor the six and four-pot calipers that act on them.

areas where it had been repaired with expanding foam. The sills were rotten and the floorpans were definitely on the way out." At the time, John was in the middle of building a Zetec-powered Consul Capri in the same colour the Elky is now, so with an 'I'll get onto that one next' in mind, John parked the Chevy up for two years while he finished the Capri. Once he got started though, it was quickly stripped to a 'shell and mounted to a rotisserie. Typical scenario though. "We could have bought one, but Alan's view, as always, was 'fuck it, we'll make one', so we did."

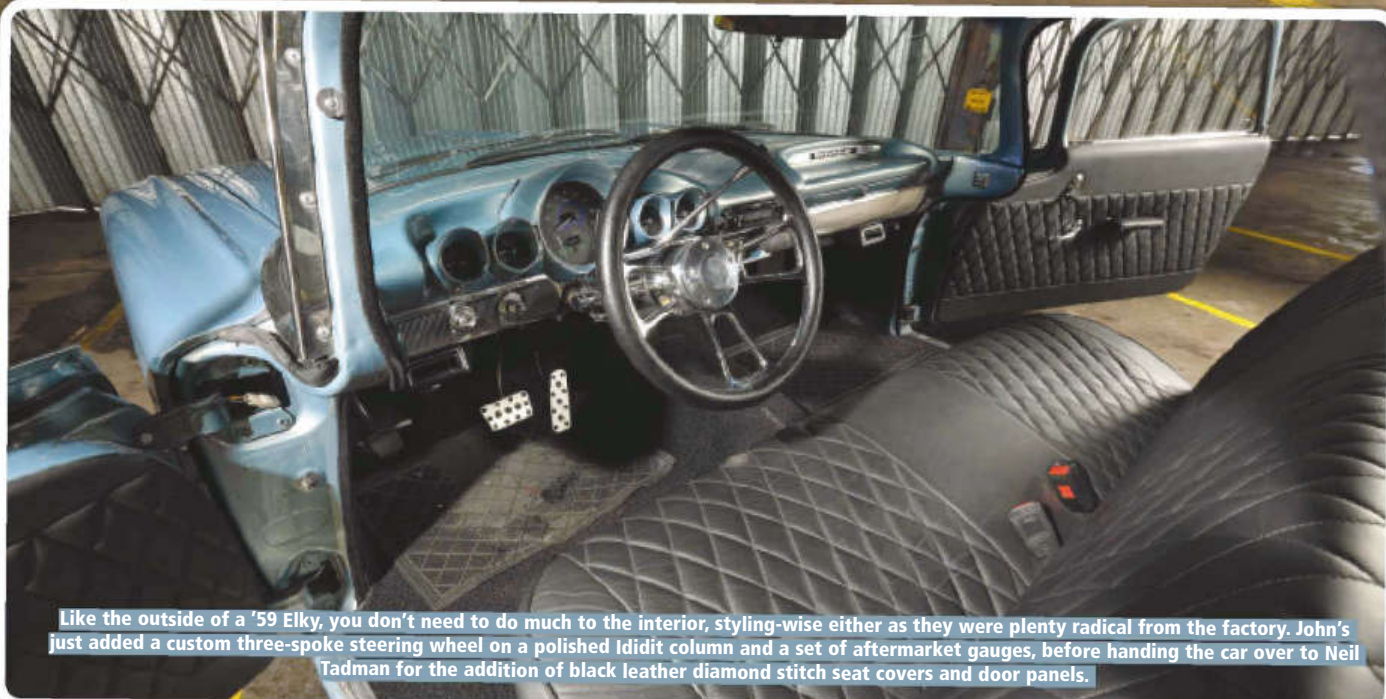
Minimal paint

"It was all common El Camino rot under there – pretty much typical of a car that was built in America at the time – no paint, or minimal paint, so they rotted everywhere." The sills are actually three piece, and you can buy the inner and outer as repair panels, but not the centre part, so that had to be fabricated. The same goes for the floorpans front and rear, they're available, as are the lower rear quarters, all of which needed replacing.

Thing is, few men can do absolutely everything and, as John says, "You have to know your limitations." As we've said, he's very good at paint and body, "but this one was simply vast. You'd spend days and evenings on it and it seemed like you were



← Here's the punch. GTO valve covers aren't what you expect to see under the bonnet of an El Camino, but it's all the better for that. The engine beneath them is a 398bhp, 6.0-litre LS2 from a 2005 / '06-vintage Pontiac GTO, or Z-series Holden Maloo, depending on which badge you prefer. It's backed by a GM 4L60-E 4-speed auto'.



Like the outside of a '59 Elky, you don't need to do much to the interior, styling-wise either as they were plenty radical from the factory. John's just added a custom three-spoke steering wheel on a polished Ididit column and a set of aftermarket gauges, before handing the car over to Neil Tadman for the addition of black leather diamond stitch seat covers and door panels.

getting nowhere. It was going to take me years to finish, and that's not my style." The solution was to farm some of the work out and he chose a good'un in Matt Bolt, a welder / fabricator John knew he could leave in the workshop at home to simply get on with it. "It was nice coming home from work to see massive strides being

bit lighter now," he laughs.

The body's underside was primed, seam sealed and painted by John, along with the pick-up bed, bulkhead, under bonnet area and inside to the door shuts – basically everywhere he felt confident he could do himself. "The outside is just so vast, getting that lot straight's a real task and

It was going to take me years to finish, and that's not my style

taken – and all done well, not lashed up, just neat and tidy."

The chassis needed a lot of work, too. "It was full of Kansas sand. We spent weeks sticking rods down it to clear the stuff out, but it just kept coming – it was literally coming out of every orifice. It's certainly a

you simply can't do it at home in a lock up, you really need a booth." This time, it was dropped into the capable hands of Vince at Moorings Body Shop in Benfleet, Essex, who continued John's good work and finished the outside off in the gorgeous Ford Avalon colour he'd chosen.

Mr. Maloo

The plan for the mechanics was pretty simple. John had a 350 small block Chevy and that was going in. That is until he "fancied a change." I'd bought an HSV Maloo [a high performance Holden pick-up to you and me] that came with an LS1 and was so impressed with it, I thought why not combine some of that with the old Chevy." So he set about sourcing one of those engines instead, again through eBay, from a company in the States dealing in salvage. "I got the lot shipped back – engine, ECU, transmission and the all-important throttle pedal for really good money." What actually arrived was a 65,000-mile LS2 from the 2004-on Z-series Maloo [and the later 2005 / '06 vintage Pontiac GTO, itself just a re-badged Holden Monaro, hence the GTO cam covers-MP]. That wasn't a problem, though, as the Maloo / GTO LS2 is a 6.0-

litre unit, rather than 5.7-litres, and offers a touch more power, too. "It's pretty good for a standard engine," reports John, "I can tell you it punches you back in the seat."

Fitting it wasn't that much of a drama, although the alloy engine mounts needed modifying and TIG welding back together. "The trans' mount's like a large Transit one, which needed a bit of fabrication to get it to fit, but with that done the four-speed auto 'box was mounted. The lot's hooked up with wiring from Car Performance Wiring in the States." John simply sent them the ECU and loom and told them what he was doing with it and they did the rest, taking out the immobiliser and making it all useable in the Elky. "They even wanted to know what rear axle ratio I was using," explains John.

But the rebuild doesn't stop there, oh no. The good thing about working with an El Camino is they are very well catered for with aftermarket parts. As such, the car has Air Ride Technologies front and rear suspension, along with their tubular A-arms. "If you buy the right stuff, the good stuff, you usually don't have a problem. It all went up nicely – a doddle, almost," laughs John. There's also Strong Arm anti-roll bars front and rear, whilst the power steering's taken care of by a Borgeson power steering box, hooked up to an Ididit alloy column.

To make the most of the new-found power, the Elky's back axle now has longer



If ever there was a car you want to make sure you get all the trim with it's a '59 El Camino. There's a heck a lot of it, and you wouldn't want to be getting 6ft long stainless trim sections sent in the post from the States! Though it all looks in amazing nick to us for 56-year old parts, John says he'd still like to find some better capping pieces around the pick-up bed.

gears fitted, which is pretty handy because John does like a road trip. In fact, it was an impending trip to Lake Como in Italy that prompted John to do the last job on the list and sort the interior as his Mrs. didn't fancy the minimalist look on such a long journey. Re-trimmed in quilted leather by Neil's Auto Interiors, along with Vintage Air air conditioning and Dakota Digital gauges, it's far from minimalist now, and really all rather comfy and modern.

Which is pretty appropriate as the road trips have come thick and fast since it

been a few more updates since. That initial disc brake upgrade has since been upgraded again, this time with Wilwood 12-inch drilled and grooved discs, coupled with six-pot calipers on the front and four-pots on the rear. "It handles really well, and it stops too, which was kind of needed in a hurry recently," he reports with a grin.


His quest for better trim has never really stopped either, although the mostly original parts that are on the truck are really very good, considering their age. "The stainless bits around the bed are more dented than

I can tell you it punches you back in the seat

↓ **John may not have done the full exterior paint job himself, farming that bit of the job out to Vince at Moorings Body Shop in Benfleet, but his work in the interior, engine bay and pick-up bed prove he's more than capable of doing the job, if only he had a bigger garage! Colour is Avalon, a 2007 / '08 Ford Fiesta / Focus colour, but really suits the old pick-up.**

was finished, which goes some way to explaining why it has taken us so long to pin John down to shoot the car for a feature. In 2013 alone, he took the modernised Elky to Le Mans and the Laon Historique and then back to Le Mans again this year, interspersed with the odd trip to the Supernats and the Nats, where the car was awarded a Top 10 trophy again this year, replicating the one it received at the event in 2013.

John's not sat on his laurels since finishing the car though, and there have

I'd like, but then I guess it is a pick-up truck and was probably used as one for years before I got it." And talking of pick-ups, guess what John's working on now? A '59 Apache, complete with diesel engine for everyday use – told you he wasn't one to sit around with his feet up. 

THANKS

Alan Lambert for kicking me up the arse, Vince at Moorings Body Shop and Matt Bolt for welding and fabrication work.



Proving this is no show pony, but a well-used road trip machine, John had no qualms about taking the car out in the rain for our photoshoot. It's been to Le Mans twice, Lake Como in Italy, on the Laon Historique and many other places besides.



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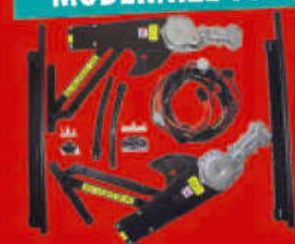
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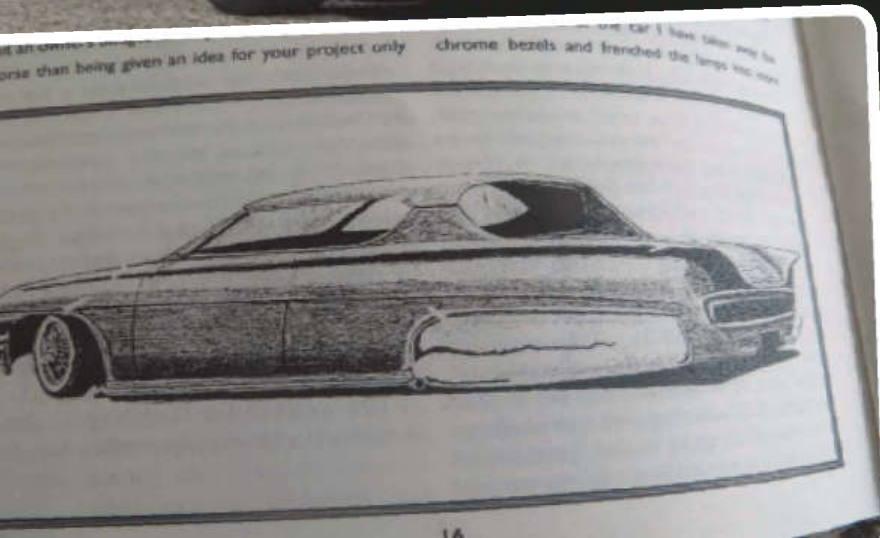
CUSTOM CAR



Double t

Whilst it's challenging to undertake a one-off custom build based on sketches in a magazine, it's even more challenging to do it twice...

■ Words: DB Pics: Matt Richardson



take



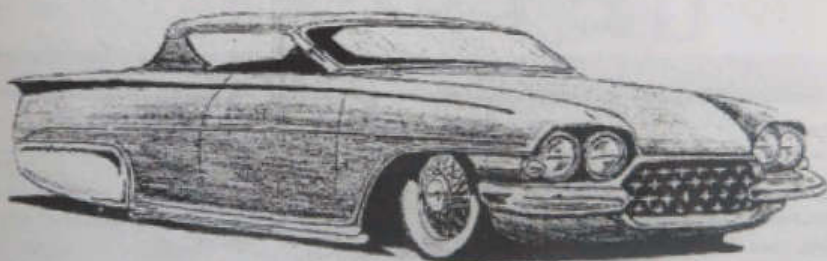
Aged just 17, Graham Spencer put together a customised Bedford CF van. That was followed by a Mk3 Zodiac painted purple candy, a custom Volvo Amazon, a Model T Ford, a Morris 1000 and an HA Viva van running a Jag straight six. A hiatus then ensued, until June 2011 to be precise, when Graham purchased a 1964 4-door Ford Consul Classic, inspired by sketches done 10 years earlier by Andy Stanhope in *Sledonism*, the *UK Kustoms'* club magazine. Andy's drawings depicted just how cool the more-door Ford could be made to look, and that image had stayed with Graham for a decade. Although the car was in good condition, it did need some panel work, had no interior and was definitely a non-runner – mainly because it had no engine. It was a starting point

planning to turn it into a sofa one day

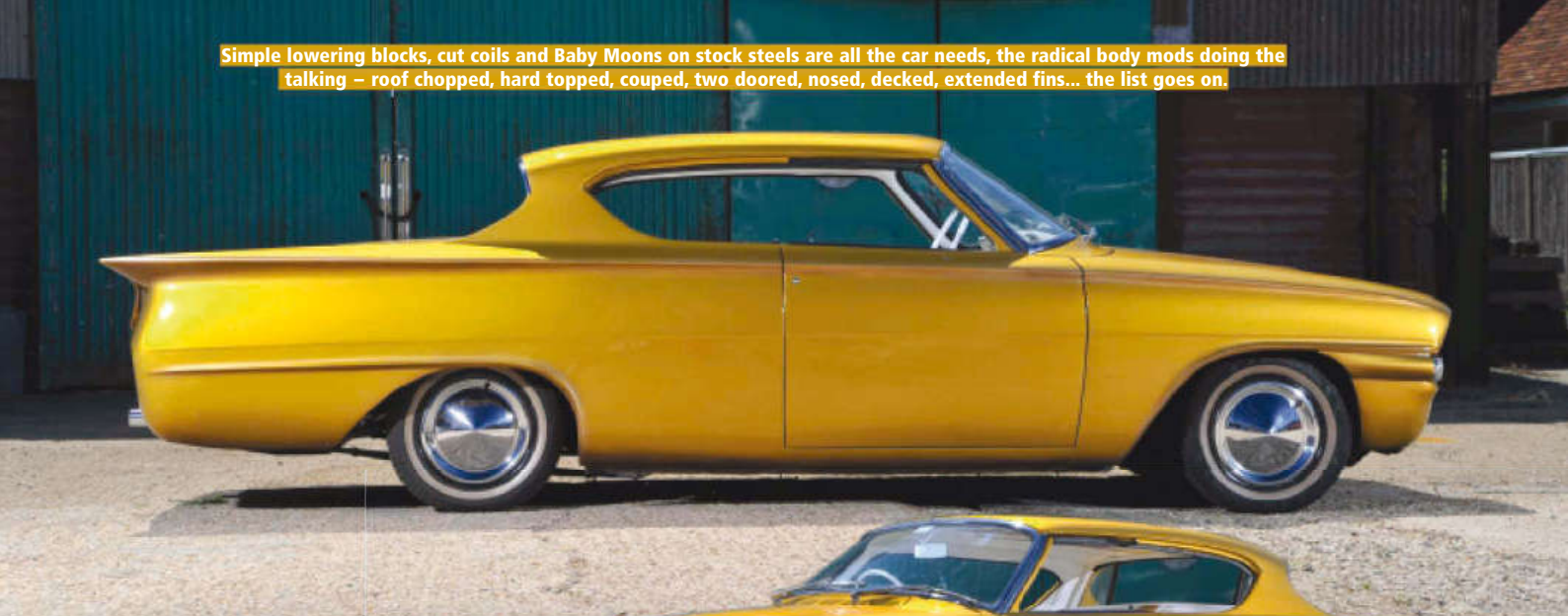
though, all Graham had to do was decide how best to transform the car into that image emblazoned across his mind.

Whilst at a show a short time later, Graham got chatting to Mike Wareham, the man behind South Coast Customs, down Bournemouth way. Mike's name has been mentioned in these pages in the past, most notably in the November '07 issue when his Ford Galaxie Wagon graced the front cover. As the conversation progressed, Mike mentioned that years previously another *UKK* member, who had also been inspired by those magazine sketches, had commissioned him to build the very same car. The project was progressing well until Mike's customer went through a divorce and ultimately disappeared from the scene. Mike put the part-completed car into storage for a few years until that facility was no longer available to him. It was then

The sketches that started it all off – twice!



Simple lowering blocks, cut coils and Baby Moons on stock steels are all the car needs, the radical body mods doing the talking – roof chopped, hard topped, coupé, two doored, nosed, decked, extended fins... the list goes on.



→ You need to view this car in the metal on a sunny day to fully appreciate the fade-away paintwork. Mike Wareham first sprayed the bodywork with white pearl above the swage before covering it with a few coats of Chrysler Gold. He then applied a darkened shade of the gold to the lower part of the body, adding in some fogging around some of the panel edges at the same time.



decision time for Mike. The car's original metalwork was deteriorating but, having put so much effort onto transforming the car, he couldn't bring himself to scrap it completely. Instead, he removed as many of the modified panels as he could and stashed them away, just in case. He even kept the complete rear end of the car, planning to turn it into a sofa one day.

Fortunately for Graham, that day hadn't yet come and, once he'd heard the story, it was an easy decision for him

I wanted the rear window to wind down

to commission Mike to build the Classic custom for a second time, based on the car he had bought and the re-worked panels Mike had in stock. Graham's brief to Mike gave him pretty much a free hand, and nigh on two years later the build was complete, save for the interior. "All I really said to Mike was that I wanted the rear window to wind down," Graham told us with a smile.

Magic tricks

In the time it was in his care, Mike transformed the four-door family saloon into a full-on custom cruiser – and one with a capital K at that – well, it would be if we ever spelt custom with a k like the Yanks do. When it comes to exactly what body mods Mike has carried out on the Classic, it would be far simpler to just list the parts that remain as Ford made them. That, however, would make for a pretty boring read, so we will elaborate on the

more of a coupé profile. This necessitated both the rear deck and front scuttle being modified to suit. As well as welding the rear doors firmly shut, the rear pillars were what Mike describes as, 'mirrored'. That is to say the original pillars had a forward facing curve and a more angular rear profile, whereas now they curve in both directions, accentuating both the roof chop and the car's coupé look. These pillars have now in effect become the b pillars as the original ones have been removed for that pillarless look. As such, the rear side windows no longer wind up and down, but simply slide in and out. The front door quarter lights have been removed and Escort winder mechanisms installed to raise and lower the one-piece glass.

The rear wing fins have been extended a couple of inches and the boot lid stretched to suit, with its trailing edge corners being radiused for good measure. All trim and bumpers have been removed, as have the door handles, with access now facilitated by 'Dempsey' push buttons. Wherever practical, the body seams have been

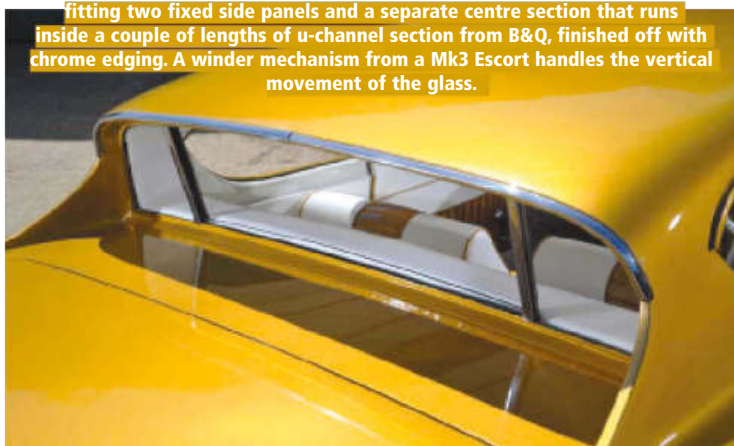
metalwork magic spun down at South Coast Customs.

The most obvious changes to the body are the roof chop and the welding up of the rear doors. That statement, however, rather simplifies the work involved. The roof line is not only three inches lower now than it used to be, but the roof has been moved forward around six inches and the 'screen laid back to give the car

The smoothed out engine bay plays home to a stock 1500cc four pot, now fitted with a four-branch manifold and a 28/36 twin-choke Weber. Transmission is a 4-speed manual extracted from a Mk2 Cortina.



Mike Wareham granted Graham's wish of a wind down rear window by fitting two fixed side panels and a separate centre section that runs inside a couple of lengths of u-channel section from B&Q, finished off with chrome edging. A winder mechanism from a Mk3 Escort handles the vertical movement of the glass.



Back to the future

The full custom interior is a throwback to the 1960's show car scene, with a hint of sci-fi thrown in for good measure. White marine vinyl and gold metalflake Naugahyde abound, whilst the ski jump-style centre console links the under dash parcel shelf to the wind-down rear window. The boot space has been trimmed to match, with the panels concealing a storage compartment and spare wheel. Graham pretty much gave Neil Tadman a free hand with the interior, and it's easy to see why he's more than happy with the end result.



welded up and moulded in for a smoother overall look. Once Mike had finished all this work, he prepped the metal before getting out his spray gun. The paint isn't a solid colour as it appears in some lights, but has a subtle fade around the edges of the panels and in the body details (most evident in the front-on shot in our photoshoot). This was achieved by applying different basecoats, and different shades of topcoat so the colour actually fades from the bottom to the top of the car.

The sum of all these neat bodywork tricks is one neat custom cruiser with lines more akin to the Classic's relative, the Consul Capri, than the mid-size family saloon it started life as.

If you like what you see and fancy Mike performing some of his magic on your car then look up South Coast Customs on Facebook, or call him on 07721 366638.

Time inside

Along with such bodywork modifications, any self-respecting custom needs an interior that at least complements the exterior, or maybe even outshines it. We'll leave it up to you to decide which is the

a full length, ski jump-style centre console

case here, but we will say that Neil Tadman of Neil's Auto Interiors has come up trumps once again.


Graham's vision was of a '60's show car-style interior, and his brief to Neil was almost as concise as the one he'd given to Mike Wareham a couple of years previously. "I want white and gold flake. Oh, and a full

length, ski jump-style centre console." Neil provided both, and then some.

The car arrived at Neil's as an empty, painted 'shell, giving him a totally blank canvas to work on. Early Capri seat frames were re-worked to give a much needed four inch lower seating position. Once they were sorted, the extensive centre

console was formed from marine ply. Graham didn't have sight of the interior until some 12 weeks after delivering the car to Neil, telling us, "The end result is nothing short of outstanding."

Underneath all the full custom workmanship, the Classic remains essentially a stock car and Graham told

us that, despite it having been lowered, it drives and handles really well. Fellow UKK members who've been privileged to get behind the wheel backed up that comment. When asked about the future, Graham told us, "There's nothing I would change about the car at the moment. I just want to enjoy driving it. Maybe one day, though, I will upgrade to an MX5 engine if funds allow." Whether that ever happens or not, we have the feeling that, having waited this long to get behind the wheel of his vision, Graham will be enjoying this car for a long time to come. 

THANKS

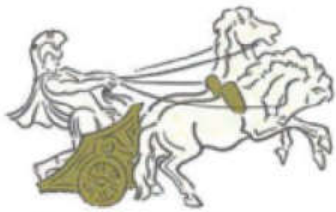
Mike Wareham and Neil Tadman for the huge amount of creativity and effort they have both put into the car. Also the UKK for sewing the seed with that original sketch they published.



The full width Plexiglass panel conceals LED rear lights that have been tunnelled into tubular mounts. Note the twin exhaust pipes exiting through the rear valance, which, incidentally, was formed from a Jaguar XJ6 sill.

Frenched headlights flank the double-depth 'mirrored' front grille, fitted with 16 stars instead of the quintuple normally found in a stock grille aperture.





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Tradition, *with a twist*

When you're a dyed-in-the-wool hot rodder and have gone 183mph in your street driven '32 roadster, you need something pretty wild to get your kicks. This should do the trick...

■ **Words:** Mike Pye **Pics:** Matt Woods



If you're a traditional hot rodder at heart and have worked your way up through a '54 Ford, a 12-second '41 DeSoto coupe and various Model As and Bs to the point where you own a street-driven, steel '32 roadster that can legitimately lay claim to being the fastest and quickest traditionally-built one in Europe, what do you do next? If you live in Switzerland, as the owner of this car – who, incidentally, wishes to remain anonymous, so we will simply refer to him as Mr. Z – does, you go abroad, to a workshop in Northamptonshire where some of the quickest doorslammer race cars in the world have been built. "I have seen many English Street Eliminator cars from Websters [that's Webster Race Engineering] racing successfully at Santa Pod and Hockenheim and have heard only positive things about his shop. It is easy and cheap to get to England

from us by air, so that's also why I chose Webster. After some calls, emails and visits to his workshop, I trusted him to do his best for this project." And what was 'this project'? Essentially, another traditional hot rod, but this time one built with no concessions to strict Swiss laws for street cars, instead built to the legal requirements of the European

fast with no 'cage or security. I guess I am getting older, and my responsibility towards my health is getting better! That's another reason why I chose Jon. Because I trust him and his work completely.

"I wanted this car to be as traditional as possible, with an un-cut steel Model A coupe body and the tyres 100% outside of the body.

a 25.1 chassis, 7-second Model A with a stock body

FIA-sanctioned drag strips. And one with the potential to run 7-second quarters.

"I am a traditional hot rod guy. I own four Model As and Bs, and am used to driving up to 170mph in my '32 roadster on German highways with no windshield but, if I'm honest, I got scared to drive this car that

I wanted it still to look like a hot rod, not a dragster, but to be able to go quicker, more safely, than I can in my '32."

As far as Jon Webster was concerned, the brief was simple: "[Mr. Z] asked for a 25.1 chassis, 7-second Model A with a stock body, including a full original bonnet. He supplied



There are a lot of tricks on this car but this has to be the best one of all. The original Model A gauge panel, complete with stock gauges and an ignition key, flips down to reveal a state-of-the-art MoTeC C125 dash / data logger that has, amongst other things, 10 programmable LEDs that can be used as shift lights, warning lights or other driver alerts.



Transmission is an ATi Powerglide with an SFI 30.1-spec bellhousing. Inside that sits a matching ATi torque converter, all supplied by WRE. Driver controls are from Strange and B&M.

the engine, wheels and the body, then basically left us to get on with the rest."

It goes without saying that a seven-second hot rod was never going to have a Flathead, an Olds Rocket, a vintage Hemi or any of the other more traditional engine choices, and the motor itself would dictate some at least of the car's build parameters. So when a stock 1930 Model A coupe body arrived at Webster's on a trailer from Switzerland and a crate landed from Steve Schmidt Racing Engines in Indianapolis, USA containing a complete, turn key, 584ci big block Chevy-style motor, work could begin in earnest.

I asked Jon if there were any particular problems with a build that is clearly compromised by Mr. Z's choice of body, with its cramped confines and inherently poor aerodynamics. "Not really," he replied. "Dynamics are the primary concern

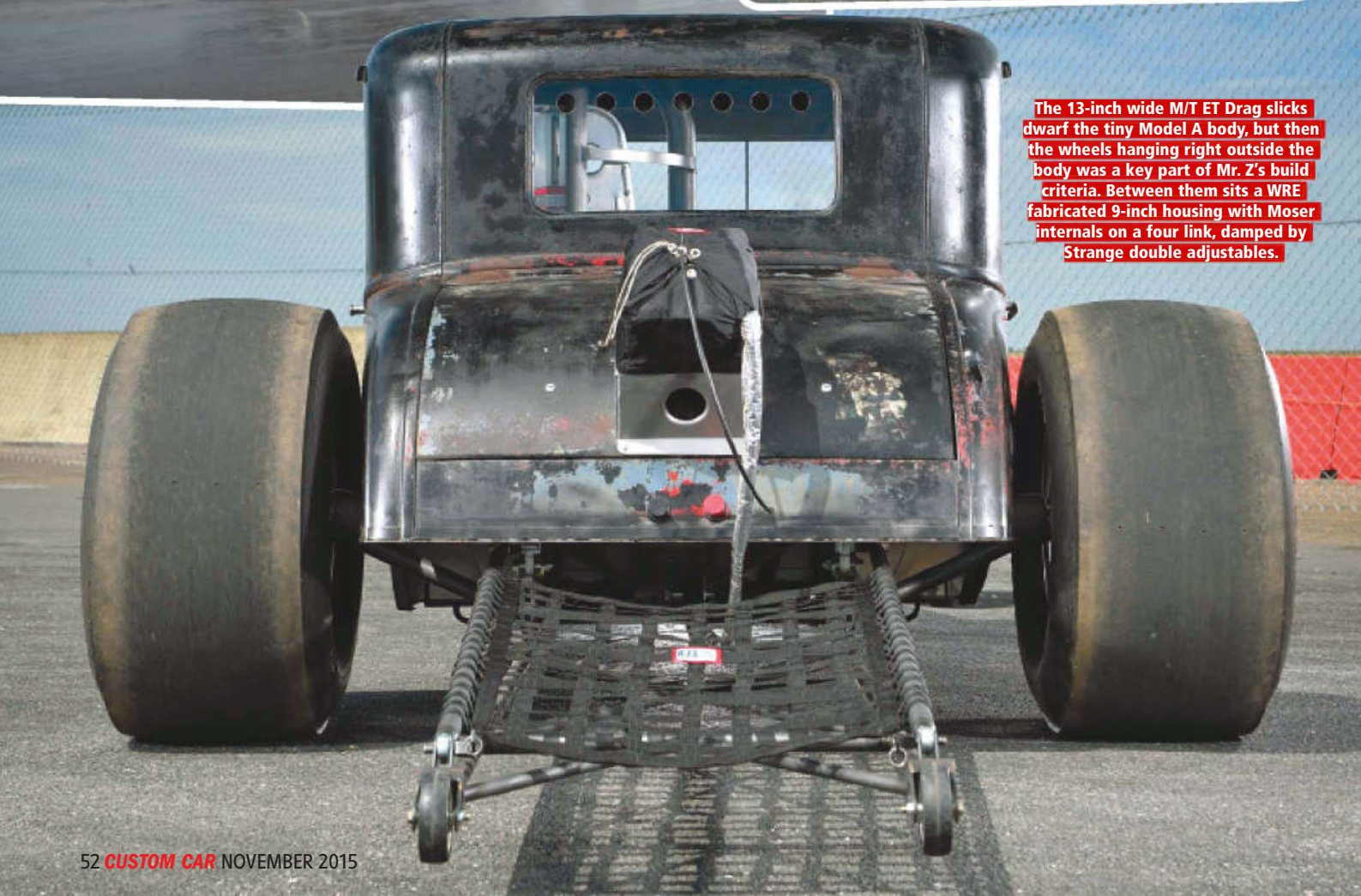
in all builds, and though the criteria change to achieve those dynamics, that's what we do."

Running the numbers

For those that like numbers, the chassis is built to SFI 25.1 spec (that means safe and certified to run 7.50 quarters), 115-inch wheelbase (11½ inches longer than the stock Ford dimension) and chromoly. Take the body off and it's not wildly different to any other doorslammer chassis, save for the fact it uses a transverse torsion bar front suspension. This, together with the drop tube axle and '40 Ford-style spindles was chosen primarily for looks, but also because it works. The torsion bar itself is an original piece from a 1980's Funny Car, the leading and trailing links that locate it are all of WRE's design and construction. Being



Front suspension comprises a drop tube axle with fabricated upper and lower links, the short lower ones connecting it to a 1980's Funny Car torsion bar, the long upper ones locating back to the chassis just ahead of the a-posts. Spindles are '40 Ford style, while Wilwood spot calipers and drilled discs work together to stop the Radir 12-spokes rotating.



The 13-inch wide M/T ET Drag slicks dwarf the tiny Model A body, but then the wheels hanging right outside the body was a key part of Mr. Z's build criteria. Between them sits a WRE fabricated 9-inch housing with Moser internals on a four link, damped by Strange double adjustables.



An 8.76 / 148.13 first time out at Dragstalgia

given pretty much free reign with the car's construction meant a lot of one-off development work, but also that weight distribution and the car's dynamic balance could be optimised.

As you can probably guess, the biggest headache in the construction stage was packaging everything into the available space, though this was made somewhat

least compared to a car like Jon's own turbocharged, fuel injected Mercury Comet, the drivetrain side of things at least was pretty straightforward.

Holey shit

As there was never any intention to paint the body, things there were relatively simple, too. The roof was filled as a

there was a lot of R&D in specifying the right parts

easier by Mr. Z's desire to keep the engine and transmission side of things as simple as possible. "I wanted a two-speed Powerglide and for it to be naturally aspirated, iron block, easy to maintain and water cooled with a radiator so it is good to drive for up to two miles on an airfield without a tow car," he explains. That meant, at

necessary safety requirement, a couple of small repairs were made around the lower rear quarters, the visor drilled and flared and the rear panel bobbed out of necessity as the body is channelled four inches over the chassis. Inside, tying the chassis and body together is the usual high class WRE tin work, including the area under the

dash where the stock fuel tank has been cut away for clearance. Though a number of familiar names appear on the spec list – Strange, Moser, B&M, Kirkey, MoTeC – as Jon put it, "The rest is all mostly WRE custom fabricated. Key components we don't wish to disclose because there was a lot of R&D in specifying the right parts."

With a final check over everything,



↑ The engine is a Steve Schmidt Racing 584ci Pro Sportsman unit. It's based on a Dart iron block with a Callies crank, Manley rods, JE pistons, a Comp Cams 4 and 7 swap cam, Schmidt's own 24-degree 360 heads and an 1150cfm Quick Fuel carb on a welded and ported Pro-Filer Sniper II intake manifold. Off the shelf, this 14.8:1 compression, dyno-tested motor makes 1,100bhp and 815ft.lbs of torque making it, according to Schmidt, "The most powerful short deck conventional head engine on the market." Cool zoomie headers are by WRE.



Unlike Mr. Z's '32 roadster, the coupe has all the safety concessions of a thoroughly modern drag car. The 25.1-spec 'cage has a full Funny Car-style driver safety cell, a Kirkey high back ali seat and 5-point WRE-branded harnesses. Note the stock model A door latches...



This shot really shows the juxtaposition of old and new. The '31 coupe was bought as a complete, stock car, originally from Oregon. The original chassis is now under a friend's 4-banger-powered rod, while the body was used complete, albeit now with Lexan Margard windows, with very little modification.

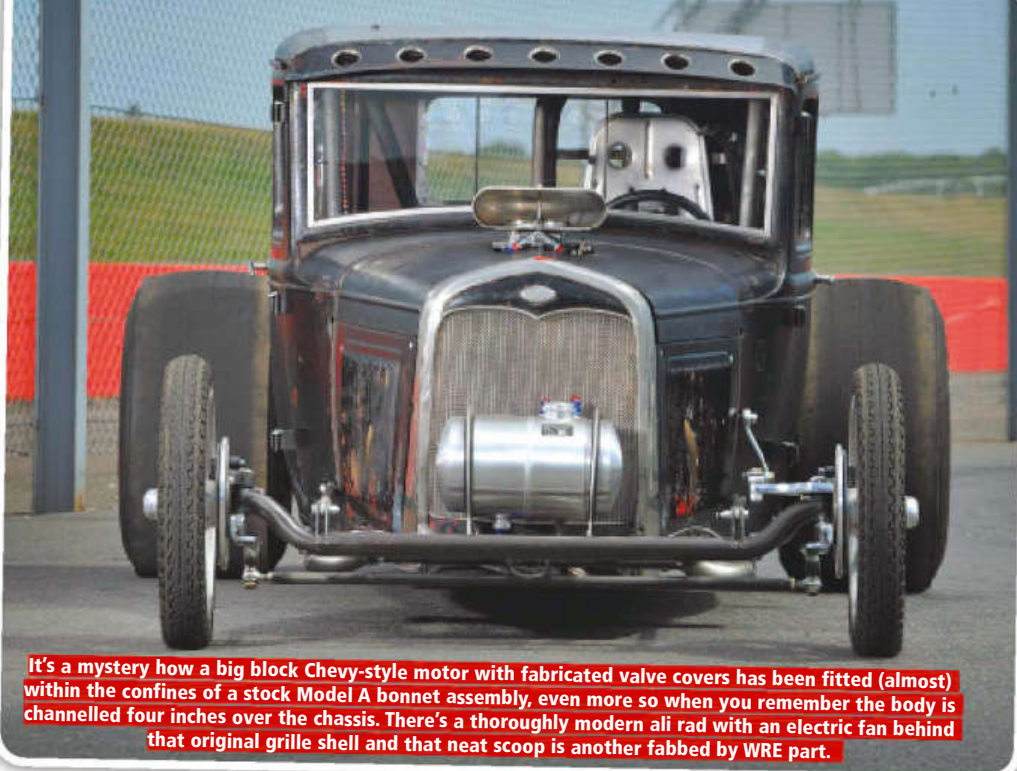
Jon set off up Airfield Road for a test drive. How does the car feel to drive, we asked? "It has very positive handling, even comfortable, but very peaky horsepower, which means it has to be driven hard to keep the tyres tight."

And that's exactly what Mr. Z has been doing since taking delivery. An 8.76 / 148.13 first time out at Dragstalgia shows Jon's prediction that there's a seven in it – aero permitting of course – is realistic, but remember that the majority of this car's trips up the quarter mile will not be on a prepped racing surface like Santa Pod, but on concrete runways around mainland Europe, as well as the odd excursion out in Super Pro ET (6.00-8.99-second index). And Mr. Z has been pretty successful so far, having just the weekend before this was written taken first place in the Unlimited Hot Rod class at the Hot Heads East meet in Finsterwalde, Germany, despite having to work through the night to remove the transmission and replace a damaged flywheel. A couple of weeks prior to that, he took first place at the Race@Airport in Vilshofen, also in Germany, clicking off a storming 9.4 at 171mph on hard, un-prepped concrete.

Attached to the 'cage' above Mr. Z's head is the fuse panel, which is about as complicated as the wiring gets on this car. Note also the WRE-fabricated parachute release lever and the super neat rolled 'n' ribbed roof insert that had to be welded in to pass tech inspection.



The 11½-inch wheelbase stretch is most evident from this angle. Wheels are vapour blasted Radir 12-spokes on the front with 3.60-18 Phoenix tyres, and 10 x 15 Rocket Injectors with 31x13.0-15 Mickey Thompson slicks on the rear. Note the neat way the bonnet sides have been cut around the zoomie headers.



It's a mystery how a big block Chevy-style motor with fabricated valve covers has been fitted (almost) within the confines of a stock Model A bonnet assembly, even more so when you remember the body is channelled four inches over the chassis. There's a thoroughly modern ali rad with an electric fan behind that original grille shell and that neat scoop is another fabbed by WRE part.

Love it to drive it

When asked how he finds the coupe to drive, Mr. Z smiled, before replying: "It feels like a hot rod, far from a regular car. With no power steering it is hard to steer, but with the longer wheelbase it does not snake as much as my other cars with the stock wheelbase. It's definitely a real hot rod, and you have to love it to drive it. You certainly don't want to spend your holidays in it!"

tradition, so expect to see front and rear wings, maybe a different air scoop and perhaps even some fairings for the wheels as Mr. Z says the wheels start to spin at high speed because of air aquaplaning. "Hey, it's a hot rod," he laughs. "The wheels belong 100% out of the body, so I still have lots to do to reach the sevens, but all the time I have spent in England I only have good memories. The people in the

Aerodynamics pay no heed to tradition

The next chance we here in the UK might get to see this car in action will most likely be at Dragstalgia next year, where we wouldn't be the least bit surprised to see Mr. Z gunning for that seven. To do that, though, he will almost certainly have to accept a couple more compromises to his vision of a traditional hot rod. Aerodynamics pay no heed to

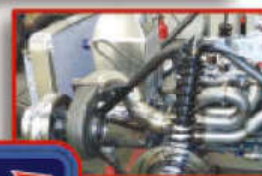
car scene are friendly and helpful, and Jon showed me lots of helpful hints in racing. England has treated me nice all the time, so it would be nice to run my first seven on an English track." Speaking with the mysterious Mr. Z for this feature, I get the distinct feeling he won't stop until he does achieve that goal. The question then will be what does he do after that? **DRIVEN**

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Qualifying heat

■ **Words and pics:** Mark Gredzinski

Sponsored by Hillingdon Speed and Spares, the final round of the *APIRA* championship event, the Open Sport Nationals, was held initially in warm and dry conditions at Shakespeare County Raceway on the August Bank Holiday weekend. However, Saturday's balmy weather did not

Saturday's balmy weather did not last

last and, after just a further eight categories of Sunday's qualifying, the day's racing was called and Monday alas was also a washout. That said, Saturday was mighty busy, with four rounds taking place in a full day of qualifying action. The track was in great shape, too. Here are some action highlights of what we saw. ILLUSTRATION



Outlaw Anglia

Once again, that man Cliff Griffin was top of the pile with his blown, big block Chevy-powered Pop on 7.88 / 183. Next was Matt Cooper with an 8.25 / 162 from his purple machine, ending up in Jedd Guy's lane on Saturday afternoon as the sevens eluded him. Guy himself ran a personal best 8.37 / 160 in *Shorty's Hot Rod*, while Simon Barlow had to settle for an 8.91 / 161, as his previous low eights were not to be this weekend.



Cliff Griffin



Simon Barlow



Matt Cooper



Jedd Guy

NPB
8.37 /
160

Pro ET

Liz Malcolm was top of the heap in a 20-car Pro ET field driving her *Just 4 Fun* 122ci four banger dragster with an 11.20 right on her selected dial-in. Tim Stanbury's Camaro was next on 9.45 / 144, Glenn Pallant's Consul Capri paced out a 9.94 / 136 and Leigh Morris' E-Type Jag ran a 10.90, which is what he's used to when doing double duty in Super Street.



Liz Malcolm



Tim Stanbury



Glenn Pallant



Leigh Morris

Super Pro ET

The last qualifying round on Saturday afternoon was Super Pro, with Joe Kellett turning out an 8.07 / 165 on an 8.06 dial-in. An 8.76 / 155 earned John Atkinson second in his Cortina estate, an 8.55 / 158 got Bob Doyle's Datsun 260Z into the show, while an 8.32 / 166 from Jack Brewster's *Just Mustard* Camaro and an 8.36 / 166 from Billy Gane's Vauxhall Victor rounded out the top five.



Joe Kellett



John Atkinson



Bob Doyle



Billy Gane



Jack Brewster

Super Comp

Stuart Doignie was number one with an 8.904 / 160 in his Vauxhall, Conrad Stanley driving a dragster instead of a doorslammer was next with 8.908 / 149 and an 8.92 / 155 from Martin Curbishley's nicely painted T roadster made the top three.



Stuart Doignie



Martin Curbishley

Super Gas

Just like in Super Comp, Stuart Doignie was top in Super Gas with a 9.90 / 156, a 9.98 / 117 from Bob Molden's Peugeot 205 was next and Jon Morton was third in his multi-hued Camaro with a 9.84 / 149 break out from the 9.90 index. More runs would have sorted that out, but they weren't to be this weekend.



Jon Morton



Bob Molden

Wild Bunch

Phil James' Monza Funny Car (the body of which I reckon has been much narrowed from when Gary Page had it as *Panic* on nitro) was first on 9.36 / 142, Keith Crampton's slingshot was next on 11 flat at 117mph, Alan Loten only had one shot to record a decent 9.19 / 139 in *Paranoia*, Dick Sharp sped to a 9.15 / 152 in *Dorset Horn* and Sarah Howells in the low riding *Black Pig Too* slingshot managed a 9.09 / 168, along with some good burnouts.



Sarah Howells



Phil James



Alan Loten



Dick Sharp



Keith Crampton



Mark Todd

Street Eliminator

Mark Todd made the most of the three sessions with a 7.82 / 190 stormer from his Pontiac GTO. Then came Dave Murdoch, getting to grips with his purple Willys on an 8.27 / 167, Jon Webster's Mercury Comet on 8.35 / 173, Alan Williamson's Chevy pick-up with great burnouts followed by an 8.57 / 160 and Nick Hale's Mercedes with a 10.73 / 128.



Dave Murdoch



Jon Webster



Alan Williamson



Nick Hale

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This month, we fondly recall what may be the greatest drag racing meet ever – the NHRA Supernationals, exactly 40 years ago

■ **Words and pics:** Keith Lee

Sometimes all the ingredients just come together to make a truly spectacular drag event. There are occasions when it takes one amazing race, or happening, for it to be remembered for many years as a classic. October 1975, at the long gone Ontario super track in California, though, was a lot more than that. There were so many memorable happenings that it is hard to see how any other drag meet can compare to what went on 40 years ago this month.

Sunny California lived up to its name that weekend, and the last big national event of the year saw Ontario Motor Speedway packed with Fuellers, Funnies, Pro Stock, Pro Comp and bikes for the NHRA Supernationals, where the action was non-stop. Unlike in these times, where the major teams only run at the national events, there was action aplenty at local strips leading up to, and following, the major meet, so there was no shortage of race action for the enthusiastic visitor from the UK to take in.

So, what made this event so special? For starters, Gary Beck recorded the first ever 5.6-second Top Fuel run (and now, 40 years on, the first 3.6-second run has been recorded at 1,000ft!). Odds-on favourite, and NHRA championship leader, Beck, did not win the event though, the black car of 'Big Daddy' Don Garlits proving unbeatable, as Don made a determined charge to overcome the odds. He stormed through the competition with a series of blistering runs. The record books were re-set with a new elapsed time mark of 5.637 seconds – after he had recorded the first ever 250mph speed when he hit 250.69mph during qualifying. Garlits went on to take a sweet victory, which gave him a last gasp win in the NHRA championship over the luckless Beck.

It would take seven years for that

elapsed time to be beaten with a backed-up run, which is quite staggering. To give a measure of how good the track was, there had never been more than six 5-second runners at a national event – and that was at the previous year's Supernationals – yet there were no fewer than 25 dragsters running under six flat during qualifying alone at this event!

In the Funny Car ranks, competition was every bit as hot, and the man to beat was Don 'Snake' Prudhomme, who was on a fabulous winning streak. The Army Monza was a mighty machine, and the lanky driver clocked the first ever 5-second run by a Funny Car when he powered his way to a 5.98-second clocking in the semi-finals

driving the *Alcoholic Funny*, he ran the fastest time in the class, a 6.55 / 212, on route to the win over main rival, Ken Veney, in the final.

The bikes got in on the act as well. It was a time when Top Fuel bikes were part of NHRA events, and everyone sat up and took notice when Russ Collins brought his outrageous triple-engined Honda to the line. It screamed down the track to record the first ever 7-second time by a bike, at 7.86 seconds. Just behind him was the double-engined Norton of UK visitor, TC Christenson, which also ran in the 7s, and went on to win the event with a string of 7.9-second runs. The mighty double-engined Harley Davidson of Joe Smith also


you didn't know where the next record run was going to come from

against big rival, Ray Beadle in the *Blue Max* Mustang-bodied entry. He also set the first 240mph record with a 241.5 through the traps in qualifying. In second spot in qualifying was a name familiar to British fans of the day, as Norm Wilcox piloted the *Hawaiian* Monza to a 6.1-second clocking (he ran the original dragster that became Dennis Priddle's *Mister Revell*, and drove it in the UK two years previously). His stint in the Funny Car was relatively brief though as he suffered a horrendous fireball in round one, but thankfully got out with minor burns while the car was virtually totalled.

Dale Armstrong proved you could be a national event winner in Pro Comp in a variety of machinery in the two years this popular class ran for. He had taken wins in three different classes of car – dragster, Altered and blown alky Funny Car – and

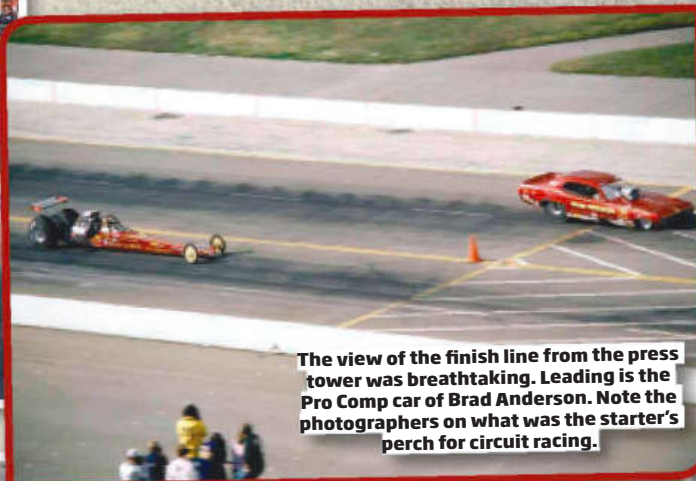
clocked the fastest ever speed by a bike, recording 182.5mph. It was one of those weekends when you didn't know where the next record run was going to come from.

The purpose-built circuit racing and drag facility provided the first drag racing super track surface, which made it a favourite with racers. The grandstands were amazing, if a bit distant from the action, and the view down onto the finish line from the high press box was incredible, provided you weren't scared of heights. An additional feature was the ability to walk under the track to the infield, and that was quite an experience as two Fuellers thundered past just above your head.

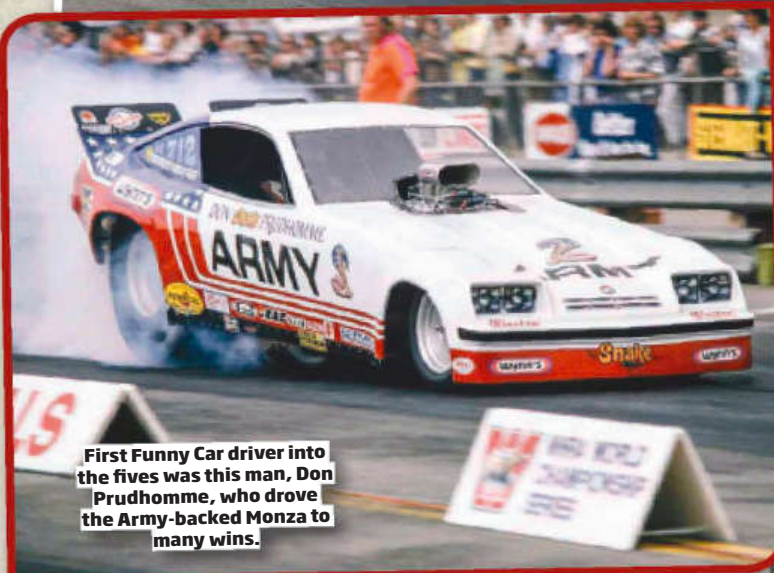
Sadly, though, the Ontario Motor Speedway only lasted 10 years before someone realised just how valuable the site was for housing development... 



Don Garlits was on top form at Ontario, re-writing the record books once again during a very successful weekend.



The view of the finish line from the press tower was breathtaking. Leading is the Pro Comp car of Brad Anderson. Note the photographers on what was the starter's perch for circuit racing.



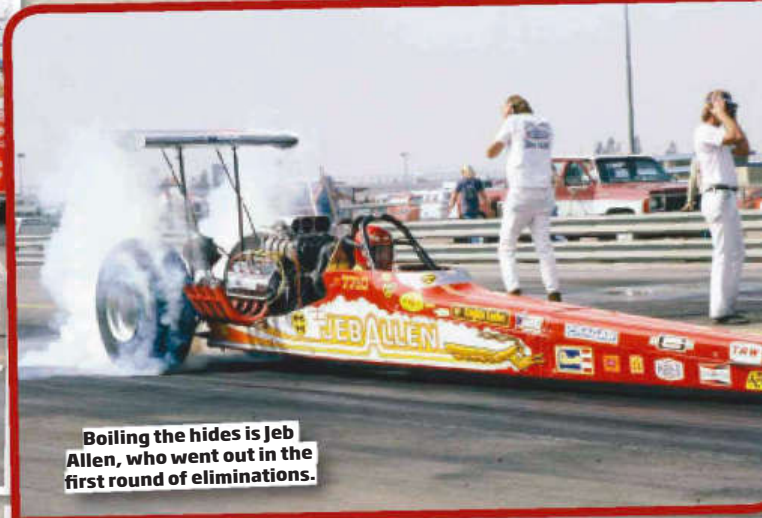
First Funny Car driver into the fives was this man, Don Prudhomme, who drove the Army-backed Monza to many wins.



Dave Condit had a hot ride in the LA Hooker car, but car and driver both survived.



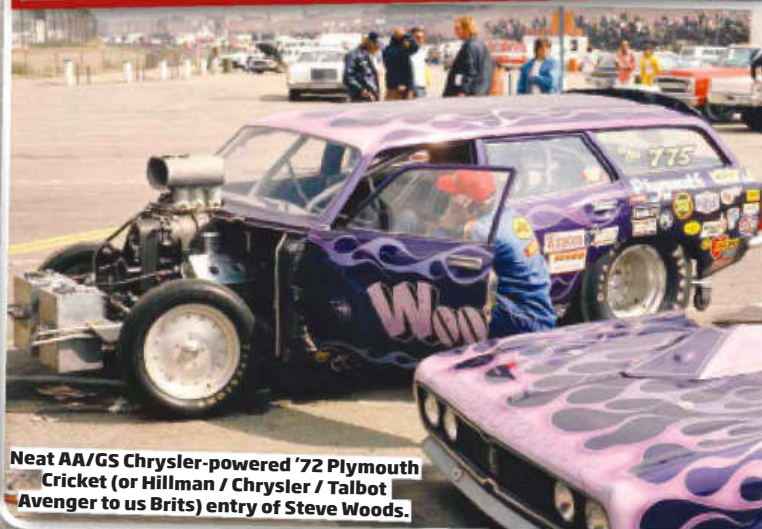
The Hawaiian car of Roland Leong. Norm Wilcox swapped from Top Fuel when offered the ride, which sadly did not last long.



Boiling the hides is Jeb Allen, who went out in the first round of eliminations.



One of the wildest bikes ever built, this triple-engine Honda of Russ Collins ran the first ever 7-second bike time, but TC Christenson came out on top.



Neat AA/GS Chrysler-powered '72 Plymouth Cricket (or Hillman / Chrysler / Talbot Avenger to us Brits) entry of Steve Woods.

Power and glory

Words: DB Pics: Jeni Long Captions: Mike Pye

The programme referred to the 27th staging of the NSRA Hot Rod Drags as the Goodwood of the rodding scene. Whilst that's stretching things a bit, it is an analogy that has some merit. An eclectic mix of high-powered machines and exciting action on the track are common to both, as is the ability to get up close and personal with the racers and the race cars. It's just that the grass is better manicured at Goodwood and, whilst the beer may flow in Kenny's Bar, Shakey is not renowned for champagne receptions. When it comes to our kind of atmosphere, though, the Drags wins hands down.

Once again, the track was open for five hours on the Friday afternoon, albeit for silenced cars only, with a couple of generous goodie bags up for grabs, and 79 drivers signed on that day, with many then putting in virtually as many runs as they wanted. Prize winners were Andy Fadster, who ran the quickest ET of 8.46 in *Twister*, and Neil Thomas who put in 17 runs in his '32 Ford. The live music that evening was, well, let's

just say different, but if anything that meant the bar and surrounding area was packed with people dancing, chatting and generally having a good time.

As predicted, the weather changed overnight and the rain continued into Saturday morning, resulting in the track opening later than planned. With everyone fired up by then though a good few hours' racing was curtailed around 2.30pm when, once again, the rain came down. The skies

Meltdown, Wild Bunch and Super Stock Shootout. A big pat on the back to all at Shakespeare County Raceway, Alan Martin, Steve Tristram, Martin Payne and the NSRA for making it all happen.

In reality, the Hot Rod Drags is not really comparable to Goodwood, but it is just as much of an institution. Roll on next year.


Yes, there will be a next year, despite rumours being rife throughout the weekend that the site has been sold for housing

it will be business as usual in 2016

cleared though, meaning the evening cacklefest and fireworks weren't affected in any way. It was then time to hit the bar and marquee and be treated to some excellent live music from *The Magoos*.

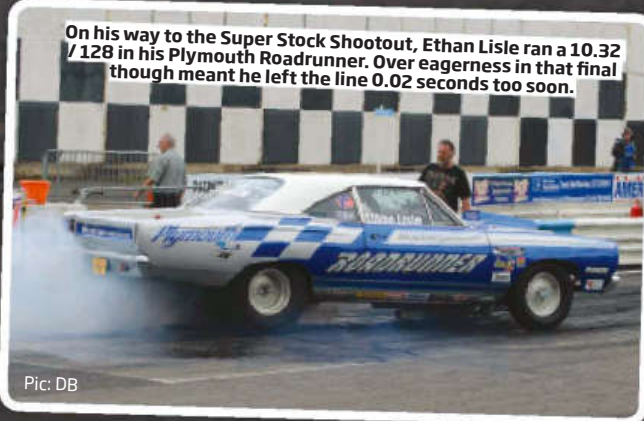
Sunday proved to be a fitting last day to round off an excellent weekend. Minimal downtime ensured almost non-stop action for run what you brungers, with a supporting cast of Supercharged Outlaws, Outlaw Anglia, Gasser Circus, VHRA Flathead

development. Official word from Shakespeare County Raceway is that it will be "business as usual in 2016." You couldn't help but notice the enormous start line banner advertising the dates of next year's Bulldog Bash. Okay, it's only a banner but think about it for a moment. Who in their right mind is going to tell the organisers of *that* event that it's been cancelled?

(Provisional dates for both the Nostalgia Nationals and Hot Rod Drags are listed on page 10) 

On his way to the Super Stock Shootout, Ethan Lisle ran a 10.32 / 128 in his Plymouth Roadrunner. Over eagerness in that final though meant he left the line 0.02 seconds too soon.

Pic: DB



The last time we saw Joe Bond run it was in the *Nuthin' Fancy Altered*. That's now parked up for a while and Joe took his fresh out front engine dragster to Shakey. Following an appearance in the Saturday evening cacklefest, Joe ran 7.94 / 174 on the Sunday - his first full pass in the car.



Pic: Mike Pye



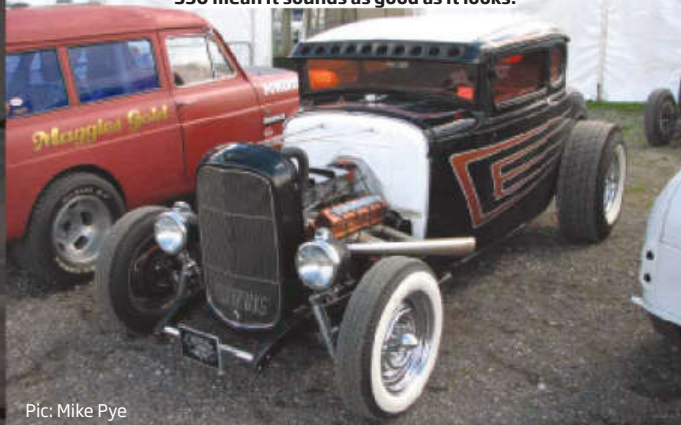
Few people enjoyed the Hot Rod Drags more than Martin Bishop who was behind the wheel of his '52 Anglia Gasser for the first time. You'd be smiling too if you had a 665bhp, blown, 427 Chevy and Muncie 4-speed at your disposal. With red flake in the offing, it's set to get a lot wilder yet.

Flaming good

Saturday evening was cacklefest time. Flaming burnouts kicked off the proceedings and then, one-by-one, the cacklefest cars roared down the fire-up lane. Health and safety restrictions resulted in no burnouts as the cars approached the start line, but at least a couple of them cackled when they got parked up. The obligatory firework display rounded things off, signalling it was time to hit the bar.



Originals member, Mark Hughes, has just finished this sweet '60s-style A coupe. A Thrupr cam, roller rockers and 327 camel hump heads on its 350 mean it sounds as good as it looks.



Pic: Mike Pye



NSRA Dirty Dozen

- **Simon Jones**, '36 Ford
- **Jack Bishop**, Plymouth Barracuda
- **Mikey Hamilton**, Singer Gazelle
- **Daz Chandler**, '69 Chevy Nova
- **Guy King**, SS Chevelle
- **Jake Cawthorne**, Flag Jumper Dodge Dart
- **Wayne Allman**, Mental Breakdown
- **Tom Pugh**, Boss Tin Pop
- **Neil Bolton**, Russian Roulette Anglia
- **Dave Billadeau**, Ol' Scatter Bolts Dodge Coronet
- **Pete Ayres**, Flathead Modified
- **Lee Andrew**, Fordson



Pic: Mike Pye

This one had a few people scratching their heads. Leen Vandenberg was on a UK hot rod holiday in his Ford Flathead-powered '32 Plymouth Tudor sedan. Aside from the drilled holes, the body is stock and it's just been dropped with lowering blocks and a 4-inch beam.



Pic: Mike Pye

There's more than a little of the *Cop Shop Coupe* about Jim Tucker's wicked '33 / '34 coupe. It currently runs a Mopar 440 and two-speed 'Glide in a custom Webster Race Engineering chassis. It was good enough for a 13.37 at 105, but there's a Hemi to come.



Spencer Tidswell is back, now behind the wheel of this mental '41 Willys coupe. What you can't see from this angle is the Procharger attached to the car's 632ci Brodix motor. At just 10lbs of boost it's making 1,900bhp, with capacity for 3,000bhp on tap. Squirrely 8.7s and 8s at around 150mph indicate there's a lot more to come.



Pic: Mike Pye

Of the many tough Mopars on site over the weekend, this '68 Dodge Coronet R/T really got us going. It didn't just sound tough either, but laid down a 9.39 at 135mph on this pass.



Pic: Mike Pye

We only noticed this '55 Chevy as we were leaving, but it was just right for us. Radirs, red band tyres, black tuck 'n' roll and a mild lowering job, all set off by arrow straight maroon paint. Perfect.



Still flush with excitement at being the fastest man on the sand at Pendine this year, Matt Farrant decided to see whether the engine upgrades to his Model A roadster pick-up would pay off on the strip. A 14 dead at 104.4 wasn't his fastest ever time, but traction off the line was an issue.



Pic: Mike Pye

Now that is what we call a packed grandstand. In our minds, there is no other race event on the calendar to rival the Hot Rod Drags.



Pic: Mike Pye

Dave vaguely recalls speaking to the guys running this front-engined rail in the bar on Saturday night, and thinks the story is this car has just come out of a decade in hibernation. They could, of course, have said something totally different.



Pic: Mike Pye

A best of 11.43 at 117 was very respectable for Lou Noble in the fresh out this year Crazy Horse Willys Gasser. We love the orange Plexiglass detailing on this car. Full feature coming soon.



With 555ci under the bonnet, it was no wonder this trick Nova sounded tight. A 9.1 at 151mph proved it was all mouth and all trousers, too.



Pic: Mike Pye

Despite a large number of its players being hijacked by the Goodwood Revival, the Gasser Circus still put on a great display. Here Johnny Gumble's new Willys pick-up lines up behind the Gas Guzzler '56 Chevy.



Pic: Mike Pye

Both the Barnett family Gassers were sporting for sale signs at the Drags. Son, Nick, already has a replacement car on its way over from the States, so hopefully we can get them both shot for features before they change hands.



It still blows us away to think Andy Parks drives this little Model Y down from Scotland for every race meet at Shavey, performs like this for the crowd (running an NPB 9.96 / 136 on the Saturday and a 10.2 on this run on the Sunday) and then drives back home again. Respect.



These guys spent from Friday round to Sunday afternoon sourcing and swapping out the auto 'box in this '69 Barracuda after it took a dump shortly after arrival. Their goal was to get just one run in, and late on Sunday they did just that, recording a stately 19.59 at 71mph.



Pic: Mike Pye



Although in contention for a season win, the hard charging Katie Booth in The Mighty Mouse Pop charged just a bit too hard, breaking out and leaving Sean Milson to his second Gasser Circus crown in the Ain't Misbehavin' Morris Z.

How's this for a great father and son project? 17-year-old Jake Cawthorne was behind the wheel of this superb looking Super Stock-inspired '63 Dodge Dart, with magnificent lettering by Craig Ainge. He managed a 16.2 best, "but I wanna go faster!"

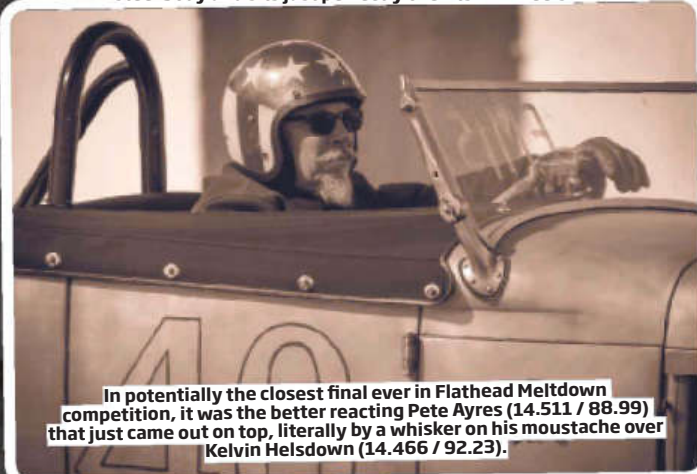


Winner on the weekend though, in Gasser Circus Round 5, was Merv Barnett in the blown 327-powered *Psychedelic Relic* '54 Pop. As it said in his windscreen in the pits, 11.58 street tyres, 10.89 slicks. Way cool.



Pic: Mike Pye

Another new car making its debut at the Drags was Lee Andrew's sublime Fordson van. It's got a 4.4 Rover, LT77 manual 'box and 8-inch under the steel body and sits just perfectly over its ET wheels.



In potentially the closest final ever in Flathead Meltdown competition, it was the better reacting Pete Ayres (14.511 / 88.99) that just came out on top, literally by a whisker on his moustache over Kelvin Helsdown (14.466 / 92.23).



Meanwhile, in the 4-banger class, newcomer Jody Bennett was proving a force to be reckoned with, making it through to the final against old hand, Steve Cooper. Steve took the laurels with an 18.26 against Jody's 18.51. Unfortunately, our snapper chose the other lane to focus on. Sorry Steve.



Quickest runners

- **Wild Bunch:** Tom Hawkins - 8.633
- **Supercharged Outlaw:** John Reeve - 7.147
- **Outlaw Anglia:** Cliff Griffin - 7.837
- **Gasser Circus:** Jerry Denning / Lee Pike - 9.172
- **Flathead:** Bradley Cooper - 11.370
- **Flathead Meltdown:** Pete Ayres - 14.198
- **Unblown Flathead:** Pete Ayres - 14.198
- **4-Banger Challenge:** Steve Cooper - 18.031
- **Tot Rod:** Ford Skipp - 13.594 (eighth mile)

That chromed dash and the Caddy equipped sticker on the 'screen were the giveaways that this is Jerry Denning's old A roadster in a fresh black overcoat. Further investigation though reveals it's the body only, and there's a 350 and 5-speed in the new chassis underneath.



Pic: Mike Pye



First time out for Neil Bolton in the *Russian Roulette* Anglia estate. After a couple of shakedown runs in the mid-14s, Neil put his foot in it and recorded a best of 12.59 at 100.22mph. Word is he's already run out of the initial print run of Outlaw Gasser race numbers, too.



Pic: DB

Talk about seeing double. On the left is Joe Stevens' Sunbeam Stiletto, whilst on the right is Paul Hughes' Singer Chamois - cleverly re-badged as a Stinger.

Shine on

Part 1

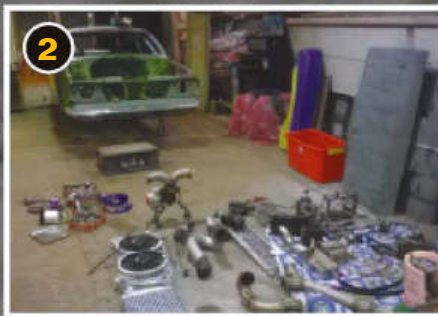
Words: DB Pics: Tony Shine

Many of you will have taken a close look at Tony's Cortina at the recent Hot Rod Supernats. Although the engine wasn't running as it should, Tony was taken aback by the interest shown in the car that weekend. Whilst that fuelled even further enthusiasm to get it finished, he then had the audacity to go away on holiday, which is why we skipped a month last month and why not a great amount of progress has been made on the project since early August. Having said that, he's back off his travels now and, as you should already know, he's not one to hang about when there's work to be done.

Planning to have the body prepped and ready for paint by Christmas, the first job he tackled was the rust repairs on the boot lips, the last of the rust that needed eradicating. With ease of access to all of the bodywork in mind, he then fabricated a roll-over jig – well, you didn't expect him to go out and buy one did you? It's now a one-man operation to turn the car and, with the jig on wheels, it can be moved around the workshop with ease.



Tony had fitted as much to the car as he could before it was on show at Old Warden...



...but he then had to strip it back to a bare 'shell' ready for blasting. Well, the engine did need stripping, so it had to come out anyway.



Tony then set about making a roll-over jig by fabricating front and rear A frames fitted with revolving pivots.



The rear of the jig bolts through the chassis...



...whilst the front bolts on the suspension mounting points.



All that needs doing now is something to tie the A frames together.



With the tie bars fitted to the A frames and the wheels on, the roll-over jig was finished.



Ray, who works with Tony, then gave up a Saturday morning to blast the 'shell'...

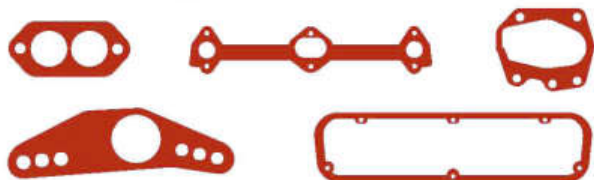


...after which, the car was given a quick coat of etch primer to prevent any flash rust forming.

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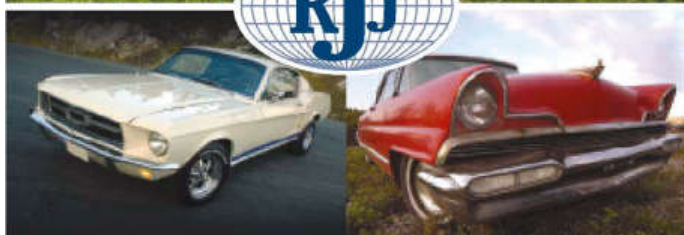
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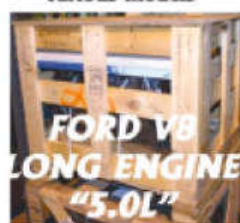
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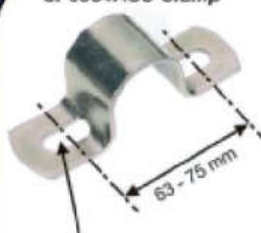
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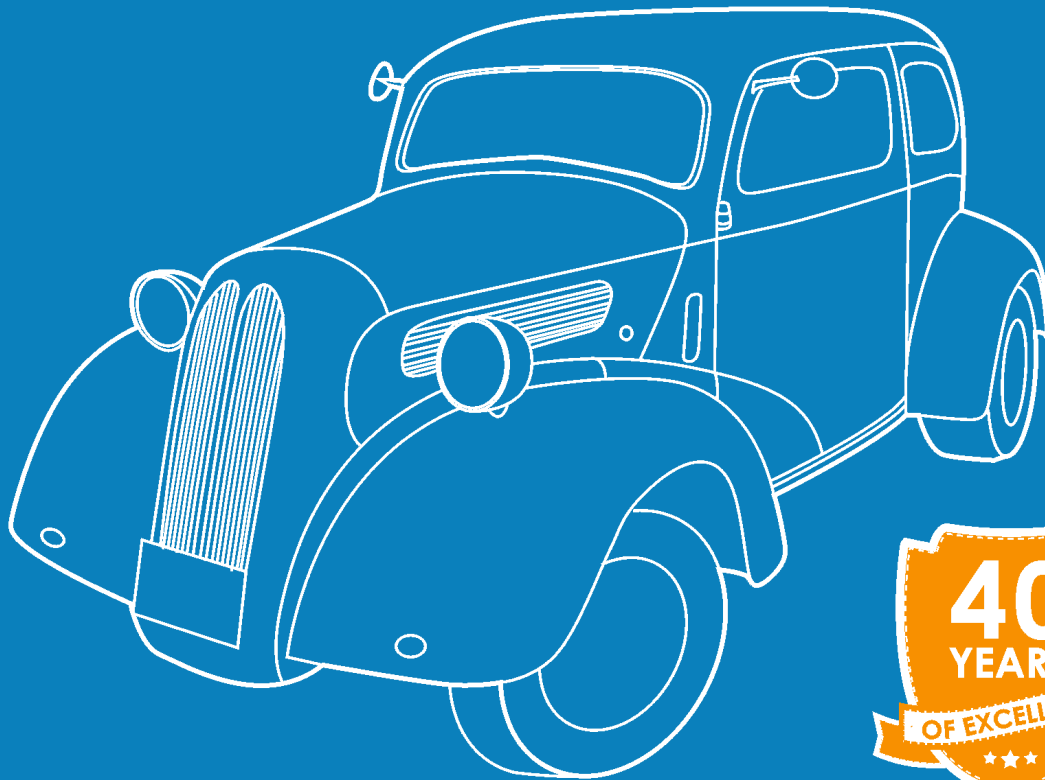
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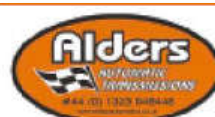
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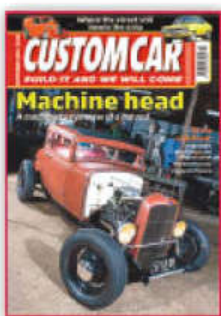
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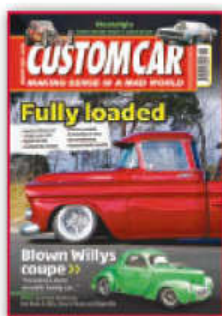
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OCTOBER 2015: URBAN LEGEND. THE TRUTH ABOUT THIS ANGLIA IS OUT THERE, SUPERNATS AND NITROLYMPX.



SEPTEMBER 2015: MACHINE HEAD. A MACHINIST'S EYE VIEW OF A HOT ROD, SHOW OVERLOAD, HOT ROD HAYRIDE.



AUGUST 15: FULLY LOADED. BLOWN WILLIS COUPE, SUMMER NATIONALS, HOT RODS AND HILLS, GARY'S PICNIC AND HIPSVILLE.



SUMMER 2015: CIRCUIT TESTER. LOW BUDGET BOBTAIL, OBLIVION BACK, SPRING ACTION.



JULY 15: WE HAVE LIFT OFF. ONE OF A KIND DORSET ROADSTER, EAT MY DUSTER, INSIDE A TURBO PRO MOD. PROJECT RV8 CORTINA GETS A ROLLAGE AND EXHAUST.



JUNE 2015: QUART IN A PINT POP. IVY LEAGUE PICK-UP, HOT RODS - FROM E TO B.



APRIL 2015: HOT ROD WILLYS. GRAND NATIONAL ROADSTER SHOW, DROPPED AND BAGGED.



MARCH 2015: HOME ALONE - JUST DE SOTO THING WE LIKE!, RAMCHARGERS: THE MEN WHO PUT DODGE ON TRACK.



FEBRUARY 2015: WELSH RARE-BIT. NEVER MIND THE FLAME AND THUNDER, RE-BORN RECORD BREAKER.



JANUARY 2015: CHEAP TRICK. THE NAKED TRUTH, SEMA 2014.



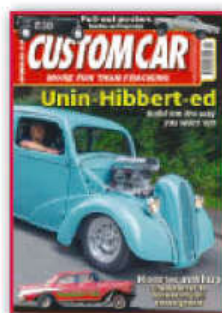
DECEMBER 2014: HANO-WHAT? HOT DIGGETY DOG, DRAG NEWS, EUROPEAN FINALS.



NOVEMBER 2014: INFINITEE - THE SEQUEL. HOOKED ON CLASSICS, 493I MOPAR-MOTORED MONSTER.



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Cadillac

COUPE DEVILLE 7.0 V8 AUTO



1966, £POA. Wheels and Tyre's are in Great shape and have all the Original 1966 hub caps. Few of the small Cadillac Deville badge's are missing on the drivers rear quarter & Boot Lid and there is a Center peace missing on the middle of the dash. The Car comes with lot's of receipt's and paper work. Original Owners Manual, Shop Manual. Dealership Protect-O-Plate Book. UK V5, Clifford Alarm Book, Few MoT's. Surrey. 07972 025719 (SN)

DEVILLE CONVERTIBLE



1967, Buckinghamshire miles, £13,500 ovno. I have carried out the following works :- Installation of 4 new dampers. Replacement of all steering joints/ suspension bushes. Complete renewal of braking system inc. booster, master cylinder, all wheel cylinders and parking brake, cable. Replacement of dist. cap, rotor arm, plugs, points and HT leads. New rubber weather strips to doors. Complete overhaul of instrument cluster inc. Odometer, speedometer, fuel gauge, engine temp. and clock. New speedo cable Contd. :- New door locks. New Battery. Road tax - Free. MoT - 12 months. 07850 352521 (SN)

FLEETWOOD BROUGHAM

1981, 33,780 miles, £3,500 ovno. Good solid all round car, runs well, history, Isle of Man import, lovely V6 auto, smooth and economical. Carmarthenshire. 01267 232923

STS



1992, 22,591 miles, £POA. Has been garaged since new and one owner from new. All original body and paintwork. LEFT HAND drive. Last tax disc was 2005 which is the last time it was used on the road and has been SORN ever since therefore no MoT. It needs a new battery but with a jump start, starts first time. All pictures in the listing are while the engine is running, tyres are all good. Kent. 07956 053897 (SN)

Chevrolet

APACHE



1958, £6,295. Not licensed since 1976 it will need full restoration. What you see is what you get. Items I know are missing are Radiator / Prop / Rear Lights/ Bed Wood. This has its original Title Document and the Nova Form to allow registration. It will also be MoT exempt due to its age. All duties paid May be able to deliver for free if close to Northamptonshire. Northamptonshire. 07813 161529 (SN)

C10 HALF TON SHORT BOX



1973, £8,750. Has had a full service with oil filter, plugs, plug leads, battery lead with isolator, rocker cover gaskets, brake hoses, all valve stem seals replaced and new windscreen washer and pump. Saddle blanket seat cover. Truxport tonneau cover. A new heater and rubber bed liner. New Tyres all around and this tuck has driver quality paint. Somerset. 01934 419552 / 07714 247068 (SN)

CAMARO



1973, 49,812 miles, £28,950. In excellent original condition. Freshly imported from the USA. The mileage is supported by the service history, The engine is in first class order and is on the button with no issues, the transmission shifts as it should, the interior of the car is as new, the body and paint are good mechanically the car is exceptional and comes with a brand new MoT. 07756 639988 (SN)

PICKUP



1938, £5000 Offers invited. I have had it 3 years and it is fully uk registered, all duty paid and issued with a number plate. The engine is with it but gear box and rad disappeared in shipping but it needs a t5 gear box any way and possibly a crate v8 or a hot 6 cylinder as I was going to do. I can help load or even deliver at extra cost any where. Warwickshire. 07725 121179 (SN)

STORM



1990, £1,950 ono. Lhd, Chevy mechanically excellent, all new belts, new brakes, recon power steering, air con, bodywork needs a little tlc. Avon. 0117 904 1411

CHRYSLER

300C DIESEL AUTO



2007, £5,750. (57 plate) chrysler 300c auto, diesel, black, grey leather, 80k with history, excellent allround condition and runner. 22" alloys. Lancashire. 07523 146094 (SN)

DODGE

DURANGO HEMI TOP SPEC



2004, £8,995 Or near offer. Full leather, cruise control, electric seats, electric windows, A/C6 Disc CD player, Magnaflo Exhaust. Seats 7 comfortably and still has storage. Unfortunately I'm selling my 5.7 Hemi to make way for a baby. Hertfordshire. 07816 324990 (SN)

LUTON TRUCK



1979, 43,000 miles, £795 ono. Truck very rare, dry stored many years, very solid condition, very nice chassis and floor good number plate joo 828v easy project. Kent. 07486 589387 (SN)

FORD

GALAXIE STARLINE



1961, £15,500 Offers invited. This car sounds amazing perfect rumble on idle and a gorgeous roar when that throttle opens. the automatic gearbox pulls lovely through the gears and its still fitted with its factory 9 inch rear end. The body is very solid there is no signs on rust or holes, all original floors and sheet metal. It has been painted at some point, the paint work is very presentable but is showing its age. but she polishes up beautiful. 07841 654222 (SN)

MUSTANG COUPE

1966, £POA. Code v8 auto red pony deluxe interior very nice unmolested car no repairs perfect floors CA black plate car engine bay still has factory stickers, call, photo. 01962 774317 (SN)

MUSTANG COUPE



1964, £16,000. V8 289 cubic inch 4.7 litres. Built in San Jose imported from Texas in 2011. Full bare metal respray in Phoenician yellow. 3 speed manual transmission Daisy mag alloys. Pony interior Power steering. Classic vehicle free road tax mustang car cover included. Hampshire. 07831 528428 (SN)

MUSTANG S197



25,000 miles, £20,995. On a 06 plate, I am only the 2nd owner, the first owner only did approx 3000m, colour is mineral Grey with black painted strips, fitted is the full Cervini body kit, recent new battery, MoT 01/10/15. 07904 375105 (SN)

OLDSMOBILE

CUTLASS



1973, £4,995 ovno. MoT 10 months starts and runs well. Phone for more info. Norfolk. 07989 952892 (SN)

PLYMOUTH

FURY II



1965, 123,000 miles, £6,000 Or near offer. Power comes courtesy of a 318 V8 5.2L, auto transmission. Fires up easily, sounds really sweet. Nice quite burble. The original colour was red judging from the engine bay, has been blown over in white, probably many years ago as the paint is completely flat. This is only in need of light restoration, I'm only selling as living arrangements have changed. In amazing condition for 50 years of age being from California it is completely rust free. Also comes with the very rare option of rear fender skirts. Registered in the UK, all duties paid with all the paperwork ready to insure and drive away. Passed MoT no problem. London. 07856 411515 (SN)

PONTIAC

CHIEFTAIN



1955, £4,950. Had 12 months MoT put on it. It has done less than a thousand miles since. The engine is a 1970's GM engine believed to be a 400 cubic inch. It has a matching gearbox. It is registered as 6200cc. The engine runs lovely and smooth, sounds great, very reliable, very fast. There are bits of surface rust around the body but generally very solid. Perfect for restoration or rat rod. I love it just as it is. 07710 400613 (SN)

TRANSPORT MONTANA



1997, 51,500 miles, £2,995 ono. Mot october 2015. 2 owners from new. 1 florida owner & 1 uk owner myself. imported in late 2011 by me & used as my own personal car. 4 good tyres very clean grey cloth interior & white paintwork. 8 seats all fold down & rears can be removed. Ac front, rear, cruise, abs, electric mirrors, CD player. Possible part exchange cheap small car. Surrey. 02086 478329 / 07860 123053 (SN)

VOLKSWAGEN

BAJA BEETLE



1974, £23,500 (no offers). 1303 SuperBeetle (my mother's!) In powder blue. This wonderful car was totally built by 'D.C. Customs' to a no-expense spared remit. Cost approximately £50,000 and 18 months of labour! Centre spread in 'Ultra VW' titled the 'Monster Beetle'! Too many features to mention but 1600 c.c. engine with twin Del' Orto carbs. Gold metal flake engine panels and 'House of Colour' blue bodywork, etc. etc. An absolute bargain. 02082 931161 or 07740 467777

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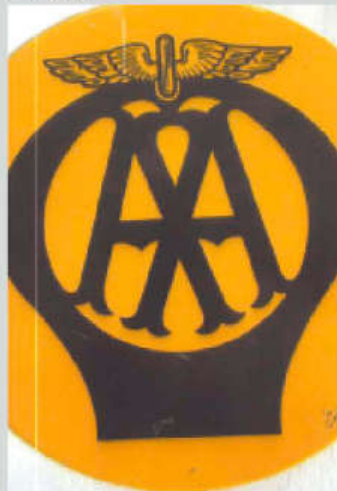
WILLYS



1938, £1,000 ono. Glass body on original chassis. Narrowed at rear. Cambridgeshire. 07951 867663 (RB)

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1975



1980



1985



1990



1995



2000



Remember when... 45 years ago

...CC first shone into our lives like a shaft of sunlight through the stagnant pond of turgid motoring magazines? 1970 it was, the year there were riots in Cambridge, Belfast and Notting Hill, the year *Black Sabbath* invented heavy metal and Tony Densham set a new British Land Speed Record of 207.67mph in *The Commuter* at Elvington. With a change from a Labour to a Conservative government mid-way through the year, Britain was in a state of turmoil in 1970, but the day of each month the new issue of CC came out the world seemed a better place. *The Sun* may have grabbed the headlines for its introduction of topless Page 3 girls this year, but CC did it first, rightly predicting that there was an enthusiastic audience for a magazine that covered – or uncovered – girls and cars. It was a winning formula that would only get better as the years progressed.

By November in this, our fledgling year we were still finding our feet and still

concentrating most of our efforts on new cars, but there was still this intriguing section in the middle of the contents page entitled 'Hot customs'. And it was in here that the true intent of the magazine was played out. For as interesting as it was to read about the new MacPherson strut-equipped Beetle, or to lust over the quad headlights of the GXL version of Ford's new Cortina, it was the stuff that you didn't see parked on every side street in the UK that really piqued our attention. How about a genuine 1932 Ford Model B hot rod for starters? We had to go to Sweden to find

a colour double page spread of scantily clad ladies

one (actually, that's not true, we went to Bromley to find this one as its owner, Benjamin Wahlstrom, was over here on holiday). With a built 327 Chevy, B&M Hydrostick, Radir Tri-ribs and Cal Custom Meteor Blue paint, here was a thing of beauty. If that wasn't enough to whet your whistle, then how about the *Crescent Coupe*, the Topolino-bodied Comp Coupe that was, at the time, being campaigned by Cliff Jones and Mike Treutlein with a bored 302ci Z/28 Chevy motor in place of the 354 Hemi it left America with.

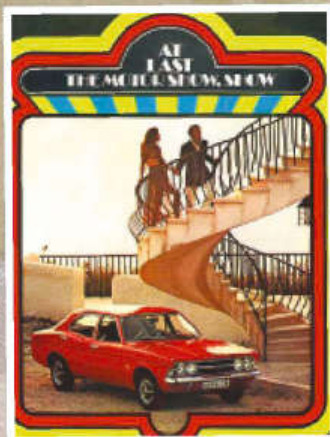
For those with a more mechanical bent, we had an explanation of camshafts, looked deep into the engine bay of Ford's working class heroes in search of more power and

brought you the lowdown on the latest in steering wheel-shaped enhancements for your motor.

Using up all our best blags in this inaugural year, CC staffers managed to get behind the wheels of a Sunbeam Alpine – concluding it was "not a real sports car, nor a prestige GT, but a good, average, production touring car..." and not even in the same league as a Sunbeam Tiger, take a spin in a prototype Ford BDA-engined TVR Vixen – concluding it was "not a wild bird puller, but quietly appreciated by those in the know" – and pose around Rome in

an AMC AMX/3, the beautiful, Bizzarrini-designed, 390ci V8-equipped, Italo-American hybrid that looks for all the world like an early DeTomaso Pantera. Needless to say, we loved that one. More down to earth was a blast around a beach on the south coast in Speed Buggies' demonstrator Manta Ray, equipped with a 2.2-litre Corvair flat six, which we also loved.

For the family man with sporting pretensions, how about Minnow Fish Carbs' Highlander Avenger. Kind of like a Yenko



This month's main feature was the Earl's Court Motor Show. Some reports suggest there were cars there.



Swede dreams were indeed made of this. A real deal '32 5W coupe hot rod, right here in Blighty, if only for a short while. Cool then, still cool now.



If you thought flocking was a new trend, check this. Apparently, "only an individualist can wear the Hairy Look."



The ex-Stateside *Chicken Coupe* Comp Eliminator Topolino, now being run in Comp Coupe in the UK by Cliff Jones and Mike Treutlein. How cool's that parachute shot?



The Triumph TRX 'Bullet' – a glorious piece of British design that arrived with much fanfare in 1950 and sunk without trace in 1951.



Remember these?

Camaro, or a Shelby Mustang (I did say kind of), this was a tuner's version of Chrysler's dullard production model. We raved about it, and ours didn't even have the full monty engine package Minnow Fish offered.

Hot on the Highlander's heels came

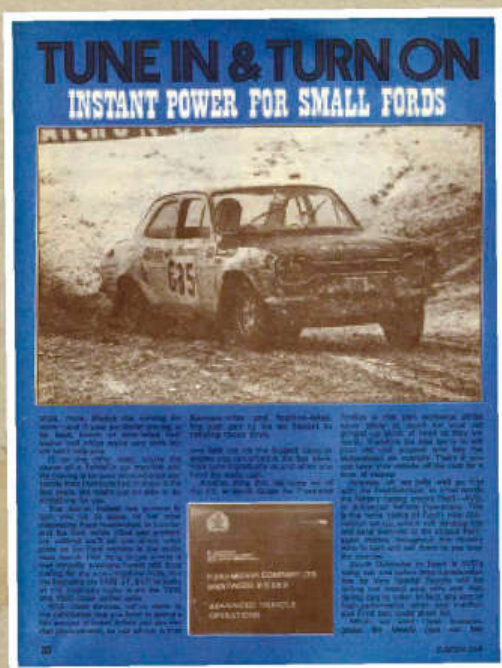
the cars, we brought you ample coverage of this year's Earl's Court Motor Show in the form of a colour double page spread of scantily clad ladies and a written piece entitled A bird's eye view of you, which attempted to explain how different

It was a winning formula

the Holbay-tuned Sunbeam H120 Rapier, a 105bhp version of the crap stock Rapier. We decided it was still crap, just marginally less crap above 3,000rpm when the cam and twin Webers came on song.

Then, lest you think we were all about

types of man approach the act of "pulling a bird" through the medium of their car. Anyway, back to the cars 'n' girls, that '32, and the girl on the Lotus stand were something else.



We may have dreamed of '32 coupes, but British Ford's were still the backbone of British customising, so this lengthy piece on hopping up the various engines they come with was well placed.



Amidst the plethora of cars tested this month was an experimental TVR Vixen with a 48 Weber-fed Ford BDA motor.

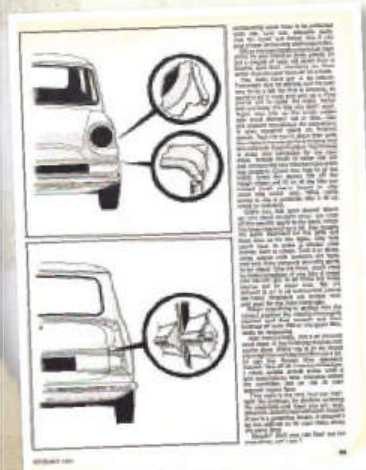


Assistant Ed, Anthony Anderson, brought us a comprehensive round up of the latest in fashionable steering wheels, including the outrageously expensive rectangular Mada Torino.

classic starter mods we've all done at some point

In truth, what the illustrations were showing would have tested a skilled panel beater, but hey, the idea was just to give you some ideas. It was all a bit tongue in cheek, but suggestions to remove overriders, de-badge and relocate the filler cap were all classic starter mods

we've all done at some point along the way. As such, though it's easy to laugh at it today, features like this were really at the heart of what CC was all about, and were a whole lot more applicable to impressionable teenagers looking for a bit of individuality than a BDA engine or that steel 1932 Ford. Good times, the CC way.





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After being fully restored by Joe in the USA, Rachel and Pete spent weeks travelling Route 66 in their rotisserie restored 1974 Ford Gran Torino "aka Starsky and Hutch's car". From new, the car had spent almost all of its 40 years in sunny California and remained there until Joe bought and shipped it to Texas 12 months ago. After their weeks of travelling America and enjoying all it has to offer, the Torino had covered 4500 miles, crossed 10 States and 3 time zones.

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